

Rowing Memories

BY

CONRAD E. RILEY

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Rowing Memories

BY

CONRAD S. RILEY



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WINNIPEG
NINETEEN-HUNDRED-AND-THIRTY-FOUR

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K. L. Patton

GV797

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RS

Ken.

With my
Compliments and
best regards

Very

Oct 30/34

Introduction

My principal thought has been to leave a record of my rowing experiences which might be of interest to my children and, possibly, their children.

As my association with the Winnipeg Rowing Club goes back to its earliest days, the Club being less than ten years old when I became a member and having recently had its Fiftieth Anniversary, I have outlined briefly its organization, development, and activities during that period, with particular reference to the part I have taken therein.

It must therefore be borne in mind that this is primarily a record of my own rowing experiences and, only incidentally, an outline of the activities of the Winnipeg Rowing Club.

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CHAPTER I.

ORGANIZATION AND EARLIEST RECOLLECTIONS

1883-1891

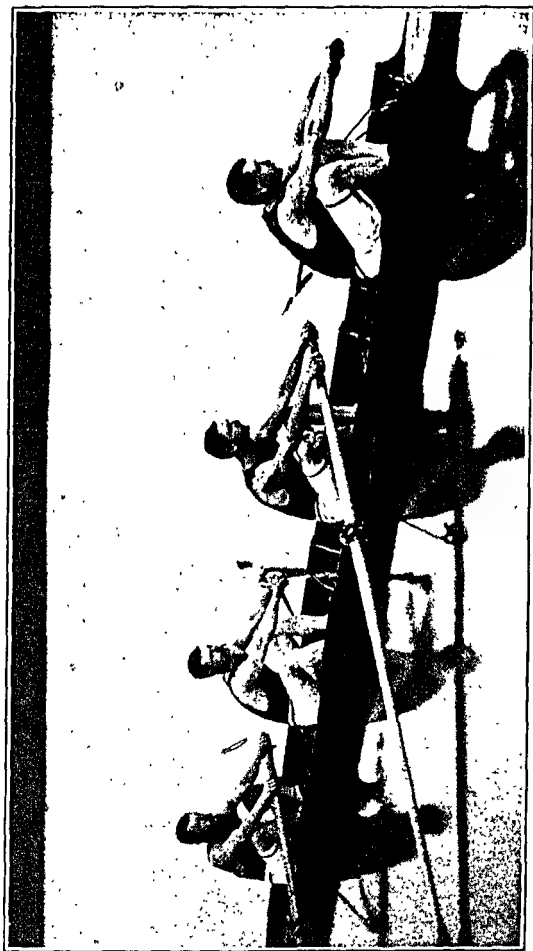
The Winnipeg Rowing Club was organized in 1883 and incorporated in 1886. I think George F. Galt could rightly be called its founder. He had achieved a reputation as an oarsman in Toronto before coming to Winnipeg. Winnipeg's population at that time was made up largely of young men recently arrived from the East and the Old Land, many of whom brought with them previous rowing experience. James H. Turnbull, who is still a member, had been the sculling champion of New Brunswick. Fred W. Stobart had won his place in a College Crew at Cambridge. C. W. Armstrong, George F. R. Harris, A. M. Nanton, and many others, could be mentioned as having had rowing experience elsewhere. It was the period when Hanlan was the world's Champion (1880-1884) and rowing held first place in the athletic world.

The first President of the Club was Thomas Renwick, but he was succeeded the next year (1884) by H. M. Howell, late Chief Justice of Manitoba.

The Minnesota and Winnipeg Rowing Association came into being in 1886, when the first regatta was

held at Winnipeg. The member clubs were Winnipeg, St. Paul, Minnesotas (St. Paul), Lurlines (Minneapolis) and Duluth. The regattas were held in rotation,—Lake Minnetonka, Duluth, Winnipeg, until 1892, when they became a fixture at Lake Minnetonka. At the outbreak of the Spanish-American War in 1898 the Association lapsed until 1906, when it was revived, and later changed to the N.W.I.R.A.

My first recollection of anything pertaining to rowing goes back to 1889. It was a large broom, painted in red, on the side of the Stobart Block on Portage Avenue, when the present site of the Somerset Building was a vacant lot. Underneath the broom was painted "a clean sweep," and this was part of the demonstration when a Winnipeg Rowing Club four composed of G. F. Galt (stroke), A. C. L. Fox, (3), J. H. Turnbull (2) and H. Garwood (bow) won the Senior Four at the N.A.A.O. Regatta at Pullman, Ill. Mr. Galt told me the senior crew previously had two big men in the waist of the boat, but that Fox and Turnbull, who were sculling and rowing double, replaced them and that they had just lost a hard race in the double when they had to get up to the start for the four race. The other contestants were Toronto, stroked by Joe Wright, and three American crews, including the "Delawares," with quite a reputation. Toronto and the Delawares battled for a lead right from the start and Winnipeg trailed along behind, partly because Mr. Galt thought it wise not to push Fox and Turnbull too hard so soon after their double race. The leading crews rowed themselves out and Winnipeg came up strong at the



H. Garwood J. H. Turnbull A. C. L. Fox Geo. F. Galt
Champions of America 1889.
First Winnipeg Rowing Club Crew to achieve that honor.



finish, to win. Joe Wright told me on one occasion that Winnipeg stole this race from him, but I think it should be put down to good generalship, staying power, and first class rowing. An event which made a great impression on me was a professional sculling race—Jake Gaudaur, John Teemer, Kennedy and Hamm. I think it was the fall of 1890. They rowed three miles, or twice round the old three-quarter mile course. The final race was between Gaudaur and Teemer—Gaudaur lead all the way, rowing a much slower stroke, and seemed to wait for Teemer at each turn by turning his boat quite leisurely.

I recall the last Minnesota and Winnipeg Association Regatta held in Winnipeg in 1891. The Senior Four was won by Winnipeg with P. A. Macdonald (stroke), C. M. Brown (3), J. D. Morice (2), Fred Heubach (bow). F. L. Patton and J. H. Turnbull were sculling representatives. E. D. Carey, father of Ralph and Eric, rowed 3 in the Junior crew.

As an indication of the social standing of the Rowing Club, it should be recorded that at one club regatta a crew stroked by the President (Mr. Howell) wore silk hats, and such things were not common in Winnipeg at that time. The late W. F. Alloway succeeded Mr. Howell, and was a staunch supporter of the Rowing Club during his lifetime. He in turn was succeeded by Mr. E. L. Drewry, who in turn became Honorary President in 1902, and Patron in 1911. Mr. Drewry is now the surviving "Grand Old Man" of the Rowing Club's

early days and still one of its enthusiastic supporters. Sir Donald A. Smith donated the use of the Club site, and was annually elected Patron, and during his residence in Canada always sent the Club, on notice of his re-election, a substantial donation. Mr. Geo. Galt during this period was the Captain, and the club house was on occasions the rendezvous for Winnipeg's smart social set.

CHAPTER II.

EARLY ROWING EXPERIENCES

1892-1897

I joined the Club in May 1892 and still have the letter I received from J. D. Morice, Honorary Secretary, written on the conventional double page letter paper, in which he has "the honor to inform me of my election" and acknowledges my annual dues of ten dollars. As Clem Bradley and Sandford Burpe, two older friends of mine, had joined and rowed in the Spring Regatta the year before, I was keen to do likewise. Charlie Taylor and Monte Black, I believe, joined the same year that I did. I put my name down for the Spring Regatta and was placed in Jimmy Turnbull's crew, with Calder (3), myself (2), Jarvis (bow) and was very pleased to be rowing behind such a celebrated oarsman. Mr. Turnbull could not get down very regularly and we did most of our rowing behind somebody else, only getting out twice with our regular stroke before Regatta Day. I remember the race very well. I didn't know my stroke's peculiarity of watching his oar while he rowed and thought he was checking up on me to see how much water I was pushing, nor did I know

of his conversational ability during a boat race, all of a friendly nature. We lost our first heat.

The next year (1893) I was in George W. Allan's Spring Regatta crew with C. S. Lott (3), W. G. Newman (2), myself (bow). Mr. Allan did his full duty by the crew, rowing it every day and having at least one early morning row, as I recall his asking me to have breakfast with him afterwards. We won two heats but lost the third, which would have put us in the finals. I felt very badly about this race as my seat came off at the turn, and I made what seemed like a poor job of rowing the rest of the course without a slide; otherwise we might have won. Mr. Allan was very nice about it, and said he did not want to row another heat anyway. The eventual winner was a crew composed of Billie Osborne, stroke, Ernie Lloyd (3), Charlie Marks (2) and W. H. McHarg (afterwards Col. McHarg, killed in France 1915). The first three afterwards rowed together in the Henley crew of 1897. Jack Waugh also rowed in this Regatta.

It was about this time that the C.P.R. commenced their 1st July excursions to Rat Portage, and there were usually about four or more crews picked to compete at a Regatta which was one of the features of the excursion. Some of the well known strokes of the day taking part were, E. M. Robinson, W. M. Bannatyne, J. F. Hendry, E. W. H. Armstrong, W. J. K. Osborne and T. H. Verner. I was not fortunate enough to get into one of these crews, then or later. The Senior crew of the year was P. A. Macdonald (stroke), A. C. Hopper (3), J. D. Morice (2), F. W. Heubach (bow); and the Junior

crew, E. M. Robinson (stroke), E. B. Lemon (3), A. A. Andrews (2), C. C. Bradley (bow).

My recollection of 1894 is that I rowed in a crew with Billie Thomson, Pat Tulloch and Claude Denison, and that some of the crews rowed in shells and some in working boats, and that I was in the latter class, much to my disgust. The Junior crew that year was J. F. Hendry (stroke), E. Jarvis (3), J. C. G. Armytage (2) (his first year), E. Von Eberts (bow). There were a couple of crews rowing that summer made up of different placings of Marks, Waugh, Lloyd, Osborne, Luxton, Howden, Irvine, and one or two others, and I managed to fill in occasionally. That year the Marks crew came into being and were destined to go far and make a new chapter in the history of the W.R.C. They started with Charlie Marks (stroke), Carr Hopper (3), Billie Osborne (2) and Jack Armytage (bow). In the Spring of 1895 Jack Waugh replaced Hopper. They won their Junior race at Minnetonka, went on to the "National," held that year at Saratoga, N.Y., and won the intermediate Fours. Charlie Johnstone and Rod Flett, both of hockey fame, and Algie Strang, were among the new members this year (1895), and in 1896 the Junior crew was made up of Johnstone (stroke), Lloyd (3), Strang (2) and Flett (bow). Shortly before the Minnetonka Regatta Jack Waugh dropped out of the Senior crew on account of being over-trained, and Charlie Johnstone filled in at three, although still stroking the Juniors. Winnipeg won both events, and the Senior crew went on to win the Senior Four at C.A.A.O. Regatta at Brockville—

followed a week later by the Senior Four and International Four at the N.A.A.O. Regatta at Saratoga, N.Y. Winnipeg gave them a great welcome on their return, the Fire Brigade was part of the Reception Committee, and the boys had seats on the Hook and Ladder wagon as far as the City Hall where they were received by the Mayor and Council. Plans were made to send them to the Henley Royal Regatta in 1897 to row for the "Stewards'" but as Charlie Johnstone was not eligible under the then Henley rules, Ernie Lloyd was put in at three. This was the first appearance of a Winnipeg Rowing Club crew at this historic Regatta. They won their first heat but were beaten by a crew stroked by Guy Nichols, one of the most outstanding oarsmen of all time.

In the meantime, rowing, so far as I was concerned, had languished and then died out entirely. I became a life member in 1893, thanks to my father supplying the necessary fifty dollars in W.R.C. Debentures. I got out occasionally in a four and also did some double sculling, one of my sculling partners being the old skipper, Capt. Cannell (before the days of Skipper Knudsen). In 1897 I did not row at all. The Club's representatives at the Minnetonka Regatta that year were Charlie Johnstone (stroke), Jack Waugh (3), Algie Strang (2), Alex. Logan (bow), in the Senior Four, with Logan rowing and winning the single, Johnstone and Strang the double; and the Junior Four, with Devon Rowan (stroke), Archie McLean (3), Bob Benson (2), Charlie Taylor (bow) also won their race. This, by the way,

was the last Regatta of the Minnesota and Winnipeg Rowing Association, as the Spanish-American War put the St. Paul and Duluth Clubs temporarily out of rowing and the Association was not revived until 1906.

The eight men taking part in the Minnetonka Regatta and the Henley Four, practically comprised the active membership that year, and was probably the lowest point in rowing activity that the Club had experienced. I think credit should be given to Alex. Logan, who had been a member since about 1891, one of the most enthusiastic and, for his size, one of the most useful with sweep or scull, and to Charlie Drewry, and Jack Pratt, new members, for putting, and getting, new life in the Club. They got some likely boys interested in rowing that fall and next spring the Club had a record influx of new members. I decided to make a fresh start and get somewhere, and had in mind a junior four with the two Hayes boys, Lou and Herb, whom I had secured as new members, myself in bow, and an experienced stroke. Things worked out somewhat differently, but I did row with the Hayes boys, as will be recorded later.

The Club during this period maintained its social position in the life of Winnipeg. The Annual Rowing Club Ball, held at that time in the then palatial Manitoba Hotel, was regarded as one of the smartest social functions. A Minstrel Show put on by the members and their supporters, was also a feature of the off-season, and produced revenue for the Club.

CHAPTER III.

FIRST PERIOD OF ACTIVE ROWING CULMINATING IN HENLEY TRIP OF 1904

1898-1904

There were ten crews made up for the Spring Regatta of 1898, all with experienced strokes, some of whom were dug out for the occasion so that the large number of new members would be properly taken care of. The strokes were G. F. Galt, P. A. Macdonald, B. P. Dewar, J. H. Turnbull, J. D. Morice, Marks, Thompson, Lemon, Rowan and Johnstone. I was fortunate in being placed in Mr. Galt's crew at 3, Hugh Freeman was at 2, and Clem Bradley bow. Bradley was the best bowman rowing at the time and a finished oarsman, while Mr. Galt, although retired some years from racing, still had no equal for getting speed out of a crew for short distances. He was a wonderful man to row behind, good length and lots of snap. He took a great interest in the crew, and as he had a four-oared shell of his own, we were taken out in that frequently in place of the practice boat. One day we picked up the Junior crew of the previous year and beat them on a start. We thought we were pretty good, but after winning a couple of heats something went wrong in the boat and we lost the third, but it



C. S. Riley J. A. Bell F. H. Bole G. K. Killam
My First Crew.
Winners Summer Regatta, 1898.

wasn't my fault that time, and I certainly enjoyed the rowing and benefitted by the experience gained. Rowan's crew, who beat us, were the final winners.

After the Spring Regatta I was placed in a crew with Bob Quinn stroke, Jack Bell 3, Harry Drury 2, myself bow. It was suggested that we might work into a junior crew, but we were really put together to try out Quinn. After a couple of weeks Quinn was put in the Senior Four at two, but later developed boils, and his place was taken by Tammy Hamber; meantime the powers that were ceased to be interested in our crew, which had not shown much improvement, and we were left to our own resources. Harry Drury suggested I should row stroke, to which Bell agreed, and we were able to persuade Charlie Taylor to row bow for us. Either Drury or Bell was as well qualified to take the stroke seat as I was and I rather think it was my reticence in not saying anything that gave me the opportunity. I remember very well as we pushed off from the float, I hardly knew what to do, but kept going somehow until we got to Elm Park, and by the time we got home again, I was feeling more comfortable, and the crew behind me were satisfied to carry on for the time being. Certainly they did not lack for work, because in those days we did not consider it a real row unless we went to the Park and back.

The Club had arranged for a big summer regatta at Winnipeg in August, inviting the James Bay four from Victoria, stroked by O'Sullivan, and the Argonauts from Toronto, stroked by Joe Wright,

with Fred and Bush Thompson and Rupert Muntz making up the crew. James Bay were champions of the Pacific Coast; the Argonauts champions of Canada; and there was to be a three-cornered race with our senior four, made up of Marks (stroke), Johnstone (3), Hamber (2), Armytage (bow). In connection with this regatta the Club selected six crews to row in shells, and I was given a crew, with Jack Bell (3), Fred Bole (2), George Killam (bow). Fred Bole was just a stripling, sixteen or seventeen years old, and weighed about 120 pounds. We rowed three heats to win the final. Our hardest race was the semi-finals against a crew stroked by Charlie Drewry, D. M. Duncan (3), H. A. K. Drury (2), Alex. Logan (bow), as, besides being the favorite crew, they had the better boat in this heat. The regatta was quite an event. The Northern Pacific Railway ran an observation train which consisted of flat cars with seats on them, and followed the race from the Brewery to the Club house. Our seniors rowed the first day against James Bay, a straightaway race one mile and a half. They had the outside course and attempted to cut in and take James Bay water but fouled them at the corner in doing so. The race was started over and James Bay won quite comfortably. The race, the second day, between the Argos and James Bay was the regular three-quarter course with the turn. James Bay was stroked on the port side, the Argonauts on the starboard side. James Bay rowed the Winnipeg course, the Argonauts the St. Boniface, and both turned inwards. The Argos won the race quite handily as James Bay went too

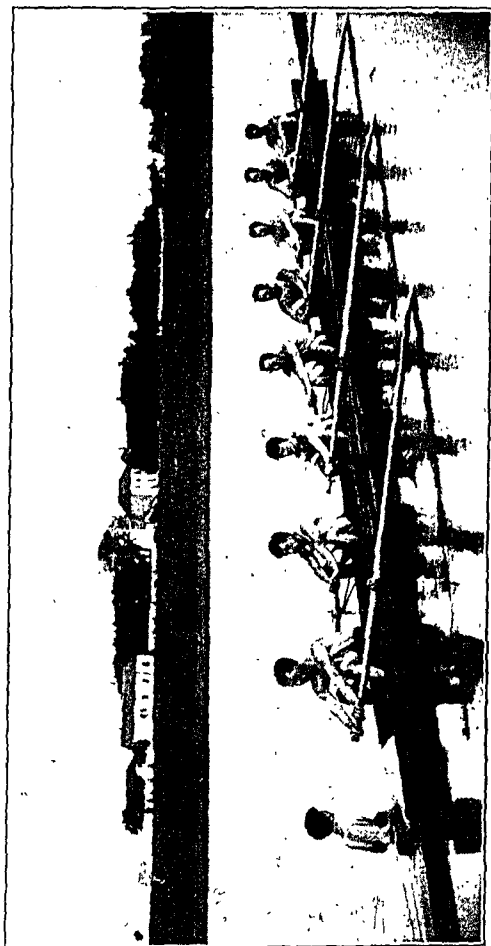
close to shore going up, and lost quite a little distance. The Argonauts were old veterans and the four oarsmen combined were then advertised as the fathers of seventeen children.

There were a dozen crews in the Spring Regatta of 1899. The strokes were Messrs. Galt, MacDonald, Dewar, Waugh, Drewry, Pratt, Armstrong, Marks, Strang, Hamber, Morice and myself. My crew had Charlie McGaw (3), Jack McKenney (2), Fred Bole (bow). We won three heats but lost to Charlie Marks in the finals. We had some trouble with one of the seats, which at the time we held responsible for our defeat: this, however, was not an unusual reason for either side to lose a race and can as often as not be blamed on bad oarsmanship as on any fault of the boat equipment. Rat Portage had invited Winnipeg to send a shell crew for a matched race on July 1st. Their crew was W. J. Moran (stroke), P. E. McKenzie (3), Chesterton (2), and McLennan (bow). The crew, selected to represent Winnipeg, was Drewry (bow), Herb Hayes (2), Hamber (3), myself (stroke). I am still wearing the gold cuff links which I won on that occasion. That year we had an open fall and I think we established an all time record for late rowing. I have a photo showing C. E. Drewry, S. Ewart, Tammy Hamber and myself rowing on the Red River December 1st, 1899.

At the Annual Meeting in 1900 I was elected Vice-Captain, Mr. Galt being Captain. There were about fourteen crews in the Spring Regatta that year, including three from Rat Portage. I did not row in the Regatta as I was busy supervising the

work of the crews. The Regatta was won by a crew stroked by Dan Sprague. A special feature of the Regatta was a race between the seniors called the Henley Four, made up of Marks, Waugh, Osborne, Armytage, and a junior crew, stroked by Mr. Galt, with myself (3), Hamber (2), Bole (bow). This race was in quarter mile dashes rowed in heats, and Mr. Galt's crew won two out of three. We had an invitation this year to send a crew to Nelson, B.C., to row a matched race with the Vancouver Senior Four on July 1st. The Entertainment Committee at Nelson allowed us \$200.00 for transportation, and all expenses of the crew and boat. The crew representing Winnipeg consisted of Fred Bole (bow), Hamber (2), Herb Hayes (3) and myself (stroke). In the Vancouver crew were the two Springer boys, Worsnop and Woodward. It was quite a sporting event as Nelson was then a mining town and was divided between the East and the West. A big C.P.R. stern wheel lake boat was used by the starter; and we lined up on either side of the boat with the starter on the bridge and the boat evidently intended to stay between us to prevent our fouling each other. It was a strange experience not to be able to see our opponents. After about half a mile of desperate rowing we managed to get ahead of the starter boat, to find our opponents were still amidships, and we had the race well in hand after that. We received real silver cups for this race and were royally entertained by the Regatta Committee and our supporters.

My brother Sanford was with us on the trip to Nelson. He left us there to cross the Pacific and



C. Aldous (Cox) C. S. Riley C. W. Johnstone E. W. Hamber H. Hayes
 A. Strang D. B. Sprague L. Hayes C. A. McGaw
 Winnipeg Rowing Club's First Eight.
 Winners Senior Eight, Winnipeg vs. Argonauts 1900.



spend some time in the American Navy Auxiliary Service, visiting the Phillippines and taking part in the Boxer uprising in China.

Mr. Galt that year presented the Club with its first eight, built by Waren of Toronto, it being the first of its kind built in Canada. He also arranged with the Argonauts for a matched invitation race in junior and senior four, and junior and senior eight, to take place at Winnipeg, in August. We did not all come back from Nelson together as Fred Bole and I spent a few days visiting various points in the Kootenays. As we were short of money, we doubled up in the sleeper, returning. Fred took ill the last day, and when he got home it was found he had contracted diphtheria, which finished his rowing for the rest of that season. I managed to escape the germ.

The Regatta was fixed for August 8th and we had to make up our crews and get accustomed to the boat and meet stiff competition. The crews finally selected were—, senior four, Marks (stroke), Johnstone (3), Strang (2), Armytage (bow); junior four, Riley (stroke), Hayes (3), Hamber (2), McGaw (bow); junior eight, Riley (stroke), McGaw (7), Hamber (6)), H. Hayes (5), Frank Steele (4), D. B. Sprague (3), L. C. Hayes (2), J. D. Pratt (bow). Our junior four was the same as we rowed at Nelson, with Charlie McGaw replacing Fred Bole, and our senior eight was to be the same as our junior, except that Charlie Johnstone went in at (7), Strang (4), McGaw at (bow). The day before the Regatta Jack Armytage took sick, and I was

pressed into rowing bow in the senior four. My first row in the boat was the morning of the race, when Mr. Galt filled in at (2) for a practice row; and our first row as a crew was as we rowed up to the starting point, the senior four being the first race on the program of the first day. Charlie Marks, as usual, went off fast, and we stepped out in front, and won, without any difficulty. I did not have too much to do with Charlie Johnstone in the three seat, and gave them a good course. The crew we beat was the Argonauts junior crew, who had won at the Canadian that year, stroked by Birchall, with Percy Hardisty (3), Buntin (2), Blair (bow). We won the junior eight that afternoon. The Argonauts eight was stroked by W. M. Bright, and contained Percy Hardisty, Kent, Wadsworth and Birchall's crew. The next day we won the junior four, rowing the same Argonaut crew stroked by Birchall. Rat Portage also had a crew in this race finishing third, Beaudro (stroke), Tommy Phillips (3), St. Griffls (2), Waite (bow). We finished up by winning the senior eight, after a hard race, the Argonauts having Joe Wright at (stroke), Kent (7), Duggan (6), Hardisty (5), Bright (4), Blair (3), Birchall (2), Wadsworth (bow).

In 1901 we made our plans for a trip to the "National" which was at Philadelphia. At the Spring Regatta, in addition to practice boats, we had shell crews to work up our material. There were fifteen crews in the Regatta, which was won by a crew stroked by J. A. Little; and four shell fours stroked by Johnstone, Strang, Hamber and myself; and my crew, with Elswood Richards (bow),

Percy Jory (2), Fred Bole (3), was the winner. After the Regatta we had a good deal of difficulty in selecting our eight from the material available, but it was finally made up with Richards (bow), Ewart (2), Sprague (3), Jory (4), H. Hayes (5), Hamber (6), Bole (7), myself (stroke) with Alex. Logan as cox. We were eligible to row in the Intermediate class, and made our entries for the Intermediate eight, and four, and the International four, which was a straightaway. Charlie Johnstone had been devoting himself entirely to sculling and was entered to row the senior single. I recall that there was some opposition to the crew being sent away, by some of the older members who did not rate it very highly; and it was necessary to wire Mr. Galt, who was in the East, and he came to our support, and the trip was on. We travelled in a tourist car, with a dining car cook preparing and serving meals in the car. Philadelphia was hotter than hades, and the only man who did not lose at least ten pounds was our Cox, much to our displeasure. Charlie Johnstone won his first heat but was beaten by C. S. Titus in the finals in a last minute sprint, after Charlie had led all the way. We rowed the Intermediate eights in two heats, four starters in each heat, two to qualify. We won our first heat comfortably, with the Maltas of Philadelphia second. In the final heat the Maltas again gave us a good race and were second.

Apropos of this race, I was riding in the official bus which followed the Olympic races at Amsterdam in 1928 when I overheard Henry Penn Burke, President of the N.A.A.O. and in charge of the American

Olympic Oarsmen, telling someone how close he came to winning a National medal at Philadelphia in 1901 when his crew was beaten in the final by two feet. I joined in the conversation and found that he was rowing bow in the Malta eight. The press reports of the race had it that we won by two lengths; my recollection of it was that we were about a length ahead.

The boat houses at Philadelphia were a mile and a half below the finish, so that it was quite a row to the starting point. The next day we started in the Intermediate Fours with three other crews and got away nicely but made a poor turn, and instead of getting properly straightened, we ran into some piles, the impact causing No. 2 to break his foot boards, which put us out of the race. We rowed back to the Club house, got our boat repaired and were again rowing up the course to start in the International Fours when we met the race coming down about twenty minutes ahead of schedule time. The starter explained he had been told we had scratched and to accommodate one of the contestants they had started the race early. By winning the Intermediate eight we had qualified to row in the senior event and the balance of the eight had rowed the boat up to the finish line. We got into the eight and rowed it up to the starting point. The Senior eight was quite an event, as the Vespers who had won at Paris the year before were highly rated; and the Argonauts, who had one of their best crews stroked by Joe Wright, were out to beat them. We drew No. 1 position, Argonauts No. 2, Vespers

No. 3. There was a bend in the course in the first half mile and it was agreed that if the Argos got into our water we would not try to force them out. We started more slowly than usual, principally because there were four men in the boat who were not overly fresh, and we rowed a good part of the course in Argos' wash. The Argos and Vespers were making quite a race of it, but in the last quarter we started to come up, and got alongside of the Vespers, beating them home, and had our bow overlapping Argos, which was not a bad showing for a crew of our experience.

In the fall of 1901 we had a special sculling event of considerable interest with George Towns, his trainer, Tom Sullivan, and his assistant, Harry Pearce, then about eighteen years old (now better known as the father of Bobby Pearce), who came to Rat Portage for a matched race with Jake Gaudaur, the World's Professional Champion. Towns won. We staged a race at Winnipeg, inviting Eddie Durnan from Toronto to participate. The race was a mile and a half with a turn, Towns conceding Durnan, Sullivan and Pearce, the other starters, three seconds. The race was won by Tom Sullivan, Harry Pearce second, while Towns beat Durnan. Richards and I bought the Englishman's boats, three singles and a double. By reason of the interest created by this race, sculling had quite a boost the next year.

In 1902 Mr. Galt decided to retire from the Captaincy of the Club, which he had held since its inception. He was made President, as Mr. E. L.

Drewry, who had succeeded Mr. Alloway as President, also wished to be retired. There was an element in the Club who wished to have one of the older members as Captain; and Barney Dewar, who was a very popular member, was proposed. At Mr. Galt's suggestion I continued as Vice-Captain for that year, but at the Annual Meeting in 1903 I nominated Frank Steele, one of the younger members, and he replaced me.

We held our Spring Regatta on May 24th and had twenty-three crews taking part, two from Rat Portage. I was knocked out in the first heat by a crew stroked by Tommy Phillips of Rat Portage, then an oarsman, as well as a hockey player. The final heat was won by Vic Hudson (stroke), Bob Fortune (3), Lally Denison (2), Jim Elliott (bow).

We had lost, by removal from the City, Hamber, Hayes and Jory, from our eight and four. Hamber was transferred to Toronto so that he might row with the Argonauts, who were sending their 1901 eight to Henley that year. Charlie Johnstone was anxious to get another chance at the singles; Fred Bole and I were pacing him in a double, and Elswood Richards was a promising junior sculler. We had the makings of a four from our last year's eight, but lacked the two man, but Charlie offered to row with us and we made up a four of Richards (bow), Johnstone (2), Bole (3), and myself (stroke), and made entries in the Senior four and the sculling events at the C.A.A.O. Regatta to be held at Brockville that year. Richards won the Junior and Intermediate sculling, Bole and I the junior doubles, but

we were beaten in the senior doubles by the Marsh brothers; while Johnstone was beaten by Marsh in the senior singles. The four race, which we felt very sure of, was a great disappointment to us. We got on the wrong side of our buoy at the turn where we were several lengths ahead of the only other contestant, a good junior crew of the Argonauts stroked by Dudley Oliver, a nephew of Mr. Galt. Before we got turned and straightened away, we had drifted a long way down stream and out of our course, and were many lengths behind. We rowed ourselves out to overcome the lead, but it could not be done.

We were royally entertained at Brockville. I recall that the Honorable Clifford Sifton, who had a summer home there, entertained us, and followed the races in his launch, and that Mr. E. H. Macklin of Winnipeg was one of the guests on that occasion. They were all keen for Winnipeg to win and were to sound the boat's whistle as we did so, but it did not come off.

We went on to the N.A.A.O. Regatta at Worcester, Mass., which followed a week later, entering the senior four and international four, and senior single. Charlie lost the singles but we retrieved ourselves by winning both fours. The race in the senior four was between the Vespers, who had a very good crew stroked by John O. Exley and made up of experienced men from their eight, and ourselves. We got away to a good start and reached the turn even with Vespers. We made a better turn than they did and beat them home by a length. The

other two crews in the race were pretty well distanced. We had no difficulty in the International Fours, as the Vespers scratched their entry and the other crews were not in our class.

Apropos of the senior four race, the Vespers looked us up the night before the race and Exley bluffed me into a \$10.00 bet with him—the one and only bet I ever made on a race in which I took part. I bought myself a \$10.00 umbrella with the proceeds.

In 1903 our Spring Regatta was held on June 6th. There were twenty-four crews, including two from Rat Portage. My crew was D. W. Elliott (bow), W. R. Bawlf (2), R. V. Agur (3). We managed to work our way through five heats to win. The final was against a crew stroked by Selby Henderson. This year we planned to row an eight and a four at the Canadian and National. Our eight was Riley (stroke), Bole (7), Johnstone (6), Boswell (5), Henderson (4), Sprague (3), Muir (2), Richards (bow) with Dave Bole (cox). Dave was then about thirteen years old and was selected because of his weight, not for his rowing experience. From this eight we had our senior four of last year and a junior four with Henderson (stroke), Boswell (3), Muir (2), with Billy Clements (bow). Just before leaving Winnipeg we had an unfortunate collision in the fours, as the Juniors, rowing out from the float, collided with the Seniors, who were finishing a course. It was a close call, as the bow of the junior boat just missed going into Charlie Johnstone's back, giving him a bad bruise only. We had to take an old paper boat, which went soft on us. Our



C. S. Riley

F. H. Bole

C. W. Johnstone

S. E. Richards

Champions of America, 1902-1903



junior four won their race but we were beaten in the senior four by an Argonaut crew stroked by Jim McKenzie with Pud Kent, Hamber and Hardisty behind him. We can justly blame our boat for this defeat as it simply would not carry us. The eight was a good race and we lost to a good Argonaut crew stroked by Joe Wright with Don McKenzie, Reg Parmenter, and Heron making up a crew with the men comprising their four named above. We gave the Argos a good race and lapped them right to the finish. It was the first Regatta on the Dalhousie course and the time for this race was six minutes thirty-three seconds, which stood as the record for many years. We borrowed a cedar four from Argos to replace our old boat; and at the National, which was again held at Worcester, Mass., we won the senior and international fours and also the senior eight. After the last race we made up a war canoe crew of oarsmen and our supporters to take the place of an entry that had been scratched. We got off to a good start and led most of the way but did not have the necessary staying powers among our supporters, who made up part of the crew, to stand the pace, and we finally lost what was the most punishing race of the day.

We made our plans to take an eight to Henley in 1904. We brought Ward, the boat builder of Philadelphia, to Winnipeg; and he built us an eight, a four and a double, using the basement of the then St. Stephens Church to work in, which was in the course of being built on Portage Avenue corner of Young Street, and which was kindly placed at our disposal for this purpose.

Hamber had been moved back to Winnipeg by his Bank and Pud Kent had recently made his home here. At the annual meeting that year Dewar dropped out as Captain and I was elected over J. D. Pratt, who had been our efficient Secretary. Alex. Logan was Vice-Captain. We had our eight pretty definitely fixed and I went East in April to attend the wedding of my brother and only on returning home about the end of the month found that Fred Bole and Elswood Richards had decided to drop out, Fred because he was to be married shortly and Elswood on the doctor's orders.

After a good deal of consideration we decided we had not the material available to make up a good enough eight and abandoned the idea. We tried out a four with Henderson, Kent, Hamber and myself at bow. There was no other bow man available, hence this arrangement. Hamber afterwards stroked with Henderson (2). We could not decide whether this crew was good enough and Mr. Galt fixed a time limit of eight minutes, fifteen seconds for a mile and a half measured course at Kenora as the objective before going. We spent a week at Kenora awaiting a still day, which eventually came and with official starter and timers we rowed the course in eight minutes and eleven seconds, and the trip was on. We also rowed the Winnipeg course one and a half miles with turn in eight minutes and forty-two seconds. I was named Captain of the crew, Elswood Richards went over as Manager. We took our boat with us and looked after the handling of it by train and steamer. It was loaded on a couple of flat cars



D. Bole (Cox) C. S. Raley F. H. Bole C. W. Johnstone J. Boswell
Selby Henderson D. B Sprague R. R. Muir S. E. Richards
Champions of America, 1903



for the trip from Liverpool to London. After traveling a certain distance on this non-stop run, our train suddenly came to a halt; and on looking out of the window we discovered our boat was on fire, the fire, apparently, having started from sparks from the engine dropping on the canvas cover. The engine crew had noticed the smoke and when we had climbed out of the window of our car and got to the boat the engineer had put the fire out with a pail of water but not before about four feet of the skin just in front of the bow seat and some of the ribs had been burnt. We took the boat direct to Clasper, the Putney boat builder, and had it repaired in quick order. Meantime we rowed from the London Rowing Club in a borrowed boat, with tholepins, and stroked on the port side, I moving from bow to stroke seat. We were glad to get back into our own boat again.

We stopped at the "Spencer Arms," Tom Sullivan's "pub" at Putney, and when we moved to Henley, at the "Five Horse Shoes" at Remenham Hill, about a mile and a half from the course. Professional coaches were not allowed at Henley for sweep oar crews, but we had a boat man by the name of Field whom Sullivan introduced to us. He was supposed to be our trainer as well as boatman and was a very decent little chap. There were four crews entered for the Stewards'. We were drawn against a Dutch crew, who scratched, which permitted us to get into the finals without having rowed a race. This was rather unfortunate as we had to meet a very hot Third Trinity Four made up of R. H. Nelson (stroke), P. H. Thomas (3), C. W. H. Taylor (2), Chapman (bow). We did not do

ourselves justice in the race as I had to use the rudder a good deal to keep the boat straight. Third Trinity took the lead from the start and we trailed them down the course. They made a new record of seven minutes and thirty seconds. Here follows an account of the race from the "Daily Telegraph."

"Final Heat—July 7, 1904

Station. Stewards' Challenge Cup.

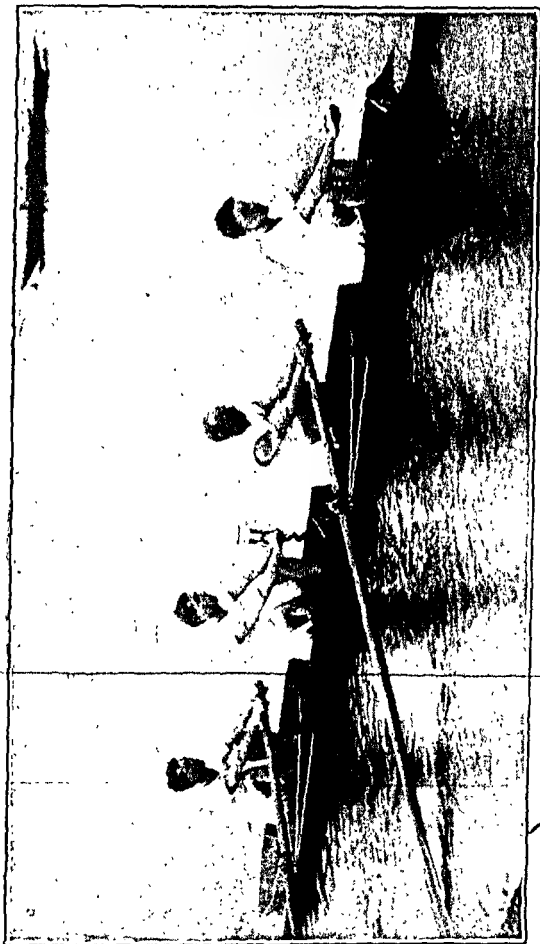
Third Trinity

Bucks—W. H. Chapman	11 st. 2 lb.
C. W. H. Taylor	12 12
P. H. Thomas	12 6
R. H. Nelson	11 1
Average 166 lbs.	

Winnipeg R.C. Canada

Berks—C. S. Riley	11 st. 8 lb.
J. S. Henderson	12 2
A. H. E. Kent	12 12
E. W. Hamber	12 3
Average 171 lbs.	

Interest began keenly with the first race after lunch, in which our other foreign entry, the Winnipeg four, met the Third Trinity crew in the final for the Stewards'. Here again it was felt that whatever happened the trophy would not go out of the family, and splendid were the efforts the Canadians made to take it across the Atlantic. They started at a fast pace, doing 41 in the first minute, while Third Trinity were at a very level pace of 10, 20 and 40 in the same sixty seconds. By the time the island had been passed, the Cambridge men were just



C. S. Riley

Selby Henderson

"Pud" Kent

E. W. Hamber

Henley Crew, 1904



ahead, and they never went behind again, though the difference was only half a length at Remenham. At Fawley, however, which the leaders passed in 3 minutes, 31 seconds the gap had widened to a length and a half, and here the Canadians doggedly hung on till the mile post and afterwards, for it was exactly by the same margin that Third Trinity won in the fast time of 7 minutes, 30 seconds, which ties with the record established by Leander for the same race in 1897. The extraordinarily level conditions of weather were reflected in the times made by various crews. Third Trinity four got over for the Stewards' in exactly the same time taken by Calus for the Thames, and reached Fawley in the same time taken by Eton in the final for the Ladies', and the boys got over the whole course after a gruelling race, in the same time done by Leander, who took it easily, for the Grand in the morning."

After Henley we rowed at the Kingston Regatta for the Ravens Ait Cup for senior fours. Our principal opponent was the London Rowing Club, which had rowed against Third Trinity for the Stewards'; the other competitors being the Thames Rowing Club, and a number of up-river clubs. The race was a three-quarter mile course and was rowed in heats, and we won. I recall that D. C. R. Stuart, later the famous Cambridge stroke but then unknown, took me over the course in a row boat before the race and posted me how it should be steered. A week later we rowed in the senior four at the Metropolitan Regatta, Putney to Hammersmith, approximately a mile and three-quarters course,

which we also won. I was given credit for steering a good course, which was entirely due to the fact that we pushed out in front at the start and I steered by the London crew, who were our most dangerous competitors.

I returned by way of New York, the rest of the boys by Montreal, and we were to meet at St. Kitts and row the four and a pair (Henderson and myself) but it did not come off as the boys had broken training before reaching there. Winnipeg was represented at this Regatta by a Junior four, double and single. Crawford Richards and Gerald Aldous won the junior double.

Our visit to Henley was made more enjoyable by an introduction given us by Mr. F. W. Thompson of Montreal, formerly a patron of our Club, to his friend Mr. Foy, whose grounds adjoined Phyllis Court at Henley where we were made welcome. Leander, after they had an opportunity of looking us over, extended the courtesies of their club house to us and we made many acquaintances with oarsmen and others who frequented the tow path at Henley. We had a coach and pair to take us to and from the "Five Horse Shoes" for which we paid a guinea a day. It also added to our interest that Lou Scholes with his trainer Eddie Durnan, and P. J. Mulqueen as Manager, also put up at the "Five Horse Shoes." We saw Lou win the two races which brought the Diamond Sculls to Canada for the first time: F. S. Kelly, who was rowing two in Leander's eight, was England's outstanding sculler. He under-estimated Scholes and did not train for the event as he should, with the result that while he

went away from Scholes at the start Lou wore him down and Kelly did not finish. Scholes had a harder race in the finals as Cloutte, regarded as a second rate sculler, hung on to him all the way. Scholes lowered the record for the course to win his race. After the Kingston Regatta which closely followed Henley, the Kingston Rowing Club gave us a banquet and presented us with a small replica of the Ravens Ait Challenge Cup. We had a weekend and dance at the country home of Vavasor Earle, a friend of my father's. These festivities between the regattas did not give us any time for practice.

I think, however, the high spot of my visit to England was a weekend spent at Knebworth Hall, the former Bulwer-Lytton home, but then the country home of Lord Strathcona. The crew was invited, but Pat Manning, who came over as one of our supporters, and myself were the only two to accept. I recall that the Honorable Colin H. Campbell and a French Canadian Judge from Quebec were the other guests. Lord Strathcona was very attentive to his guests and I enjoyed very much the reminiscing of the earlier days in the West and particularly with regard to the building of the Canadian Pacific Railway. One of his stories was, that, when proceeding West to drive the last spike he remarked to Sir W. C. Van Horn, who was then W. C. Van Horn, General Manager, that he wondered when they would have branch lines in Manitoba. On their return from the West they reached Winnipeg at night and when the train came to a stop he found himself at his home

at Silver Heights and Van Horn's remark was that he had had a ride on the first branch line in Manitoba, which had been built in the interim. Lady Strathcona seemed to retain her connection with her old associations and told me that the happiest days of her life were the years she spent on the Coast of Labrador.

The period from 1898 to 1904 was one of great activity for the Rowing Club. Apart from my personal experiences I have mentioned only the Spring Regatta which was the opening event of the season. They were followed by summer or fall regattas, sometimes both, and in addition, Friday night regattas. In looking up the records I noted that as many as twelve crews competed in some of the Friday regattas. In addition to rowing, we also in that period organized for rugby football; and then, and for many years later, maintained a prominent position in that sport. We also organized a hockey team which replaced the old Winnipegs. Elswood Richards and I were non-playing members of the Committee and in its first year 1901-2 we wrested the City Championship from the hitherto invincible Victorias and repeated it the next two years, after which hockey was dropped, as it was found that there were some features of that sport which could not be maintained on quite the same high amateur plane as rowing. The first year, operating on a Simon pure amateur basis, we made a profit of approximately \$1,000.00. I was not on the Committee for the next two years; but the second year, with increased expenses, we broke even, while the third

year, a deficit was accumulated of practically the money we made the first year, and this on top of an increasing patronage. I came into the picture again at this stage and by selling our franchise and making compromises where it seemed justifiable, we were able to pay off the liabilities that had been incurred without drawing on the profits already made. This terminated the Club's venture in the field of hockey.

CHAPTER IV.

SECOND PERIOD OF ACTIVE ROWING CULMINATING IN HENLEY TRIP OF 1910. WINNING THE STEWARDS' CUP AND EVENTS INCIDENTAL THERE TO

1905-1910

In 1905 I was regarded as more or less of a has-been; the rowing men of my vintage had dropped out or were doing so. I was not in town for the Annual Meeting at which those present did me the honor of electing me Vice-President, which automatically retired me from the position of Captain. This I regarded as an Irishman's promotion, but it did not mean very much to me at the time. I rowed in the Spring Regatta in which there were twenty-four crews; my crew was Percy Osborne, Jack Kennedy and Rupert Wickson. I recall that we trained hard and I thought they were a likely crew but we were beaten in the first heat by a crew stroked by Hyndman, which was a surprise and a disappointment. The final was won by a crew stroked by John Laycock, Stan Burton (3), J. A. Thompson (2), T. O. MacKay (bow). This year was the beginning of Howard Carper's career as a stroke. He rowed a four with Ben Deacon (3), Doc Mother-sill (2) and John Laycock (bow), which was sent to the Canadian that year, and won. This year also

marked the revival of rowing at Duluth. We were invited to send crews there for an invitation race in eights and fours and double. I was to stroke a four with Charlie Johnstone (3), Selby Henderson (2), Phipps Baker (bow) and they, with four other men, made the eight. Grant Millar and Bob Muir were rowing the double. The water was too rough on the Bay to row but after waiting around a couple of days we did get started in the eight race but neither crews could finish. We went away from Duluth at the start and they were soon in difficulties and about half way their boat swamped. We almost reached the shelter of the booms but although we had the cox and two or three of the crew bailing, the boat finally went down and we had to take to the water. Our cox, George Stead, could not swim, and neither he nor the rest of us liked the cold water very much. The race was finally rowed over two days later, but Charlie Johnstone, Selby Henderson, and I could not stay and our places were taken by other men. Winnipeg won.

In 1906 I did not intend to do any rowing as I was being married in June. I did, however, take a crew in the Spring Regatta which was rowed on May 24th of that year. I had Wallace McMillan (bow), George Culver (2), Gordon Wickson (3). They were all just lads then and I did not think we would get very far but we managed to win out. The papers at the time in commenting on my having won the Regatta stated that it was very nice that I should end my rowing career with this victory, as I was being married shortly. This year (1906) the

Carper crew, with one change, Harold Anderson taking John Laycock's place at bow, was sent to the Canadian again, winning the senior four, and then to the National where they won the senior four race also. Selby Henderson was sculling this year and won the Intermediate at the National after losing at the Canadian.

This year the old Minnesota and Winnipeg Rowing Association Regatta was revived by the Minnesota Boat Club, who staged a regatta at Minnetonka. Winnipeg sent an eight stroked by Carper with Alex. Logan as coxswain. "Sandy" was then a bank manager at Emerson, and it was very fitting that, with his past associations with this regatta he should be in at its revival. The boys won the senior eight after a good race, but a crew stroked by A. D. Spragge of Fort William won the senior four. Frank Carruthers made his first appearance, winning the junior single. Duluth and Minnesota won the other events.

In 1907 the interest in Club Rowing was well maintained and there were twenty-eight crews in the Spring Regatta, which was held on June 22nd. I did not have a crew in this Regatta. The finals were won by Harold Anderson (stroke), D. C. McLachlan (3), Cup Anderson (2), Geo. Bingham (bow). This year the Minnesota and Winnipeg Rowing Association Regatta was at White Bear and I started out to row an eight only, Carper to row a four. Our eight was made up of A. J. Kerr (7), Doc Mothersill (6), Bingman (5), Geo. Lynch (4), Grant Cooper (3), Ross Murphy (2),



"Uncle Ab." "Dad" Culver (2 years) 1909



McMillan (bow), with Frank Carruthers (coxswain). At the last moment we had to fill in for a senior four as Carper's crew did not materialize. For the four I had Bingman (3), Lynch (2), McMillan (bow). We rowed the four the first day and were fouled by Fort William but it was agreed that the three crews should row over the following morning. It was one of the most punishing races I ever rowed. Our crew did not have much practice in a four and we saw-sawed with Fort William for a lead all the way down the course. There was a barge about a quarter of a mile from the finish with a lot of people on it and as we approached it I thought it was the finish line and put all I had into what I thought was the last twenty, only to find that we had another quarter of a mile to go. I just managed to keep going but was not putting much weight on the oar. ~~It is~~ the only time I have felt that I was a passenger in a boat race. Fort William beat us out by about six feet but at that Minnesota won the race as they had the inside or sheltered course. In the afternoon we had the favored position in the eight and had no difficulty coming home an easy winner against two fairly good crews.

This was the first year of the competition for the "Paget Cup," a very handsome cup presented by A. H. Paget, now Lord Queenborough. My son Culver had recently arrived and this cup was used as a christening bowl. It might be noted that twenty-five years later (1932) he stroked the Winnipeg crew which won this trophy.

We won the Bantam fours with a crew stroked by Murray Ross. Selby Henderson won the senior single, Doc Mothersill the junior single, and Mothersill and Art Muir the junior double.

We had a junior four which did not go to White Bear but was being saved for the Canadian with Ken Patton (stroke), Gerald Aldous (3), Art Kent (2), Frank Carruthers (bow). Most of the boys in the eight were keen on going to the Canadian; and as I was going East anyway we made up a crew, but were beaten by the Argonauts junior eight, stroked by Geof. Taylor. We managed to finish in second place ahead of the Argo senior crew. Our crew was the same as at White Bear, with two changes, Pud Kent and Selby Henderson being included. Our junior four, which was a nice rowing crew, was beaten by Taylor's four who made a clean up that year.

In the Fall of 1907 I won the Thompson Cup representing the Club sculling championship, the other contestants being Doc Mothersill, Charlie Johnstone and Frank Carruthers.

During the summer Pud Kent was the prime mover in getting a senior four together. I think he then had in mind the possibility of an Olympic four; the crew to be made up of Carper (stroke), Deacon (3), Henderson (2), Kent (bow). After they had rowed a few times, I intimated that I could get up a crew to give them a race and they accepted the challenge. I wired to Kenora to ask Gerald Aldous, who had filled in occasionally in the eight, if he

would come up for the race, which he did, and with Doc Mothersill at two (who had been dropped from the Carper crew) and Frank Carruthers (bow) we took them on and beat them.

The year 1908 was an active one so far as Club rowing was concerned. The Annual Meeting was well attended. There was an element who wanted Pud Kent for Captain. I was among those that did not. In a prior discussion it had been mutually understood that to avoid an election the present incumbent should continue in office. At the Meeting, however, he surprised me by nominating Kent and was supported by many of the older members. I nominated Doc Mothersill, who was elected.

The Spring Regatta that year was held on May 23rd in which thirty-four crews competed, the largest on record. It was won by a crew with G. D. Lynch (stroke), De Sherbinin (3), Ross Richardson (2), Gordon Wickson (bow). As the Olympic Trials were shortly to be held, Pud Kent got up a prospective four with Howard Fuller (stroke), Pud Kent (3), Art Kent (2), M. Cochran (bow). They rowed for some time, and when they were about ready to go East for the trials we rowed them a matched race, my crew being Aldous (3), Henderson (2), John Laycock (bow). The distance was a mile and a half with turn. We led to the buoy but made a poor turn and were several lengths behind starting for home but caught them at the Bridge and had an easy win. Art Kent left for Toronto shortly afterwards and rowed with the Argonauts.

The North-western Regatta was at Winnipeg that year and was rowed on the Elm Park course. Minnesota crews were strong competitors. They won the senior four, junior four and eight and Bantam eight, the senior single, junior double and junior single. Gerald Aldous and I won the senior double and we also managed to win the senior eight, beating out Minnesota by a few feet after a ding dong race all the way. Minnesota had strong crews. Our senior four was Carper, Kent, De Sherbinin and Cochran. Our senior eight, which won, was myself (stroke), Aldous (7), Mothersill (6), Deacon (5), Carper (4), Kerr (3), Lynch (2), Cooper (bow), H. Bright (cox).

We then decided to take an eight and four to the Canadian and it was arranged we should row off the fours to see who would represent the Club. Carper had De Sherbinin (3), Kent (2), Cochran (bow). I had Aldous (3), Mothersill (2), Cooper (bow). We won quite handily and thereafter concentrated on the eight. We did not take a four shell with us and borrowed a big boat from the Argos which they were not using. Carper's crew was anxious to row a four also and borrowed a new shell from the St. Catharines' Club. Wallace McMillan replaced Cochran at bow. They did a lot of work in their four, were well boated and a much improved crew. Having beaten them so many times and so easily, I did not take them seriously. There were three starters, made up of the two Winnipeg crews and a Detroit crew. We led easily to the turn but ran past our buoy and before we could get our big boat around

Carper's crew was well ahead. We rowed them down coming home and thought we had won the race, but were deceived by the angle at the finish and Carper's crew was given the decision, although it was not unanimous and I still think that the old gentleman, Capt. Wilson, who was the principal judge, was more concerned as to whether McMillan was going to hit the Judge's box at the finish than who won the race. We had to go right up to the starting point for the eight race with only one fresh man in the boat but managed to beat Argos and Detroit after a fairly close race with the former.

In 1909 the North-western Regatta was held on the River at St. Paul. We were out to get back from the Minnesota Boat Club the trophies they won the year before and with the exception of the senior eight we made a clean sweep which practically reversed the results of the previous year. Frank Carruthers won the senior single, and Ab Culver made his first appearance and won the junior single.

Before leaving Winnipeg we again rowed off with Carper's crew as to which crew should represent the Club in the senior four. His crew on that occasion was, himself (stroke), Deacon (3), Mothersill (2), Anderson (bow), which was their National crew of 1906. The Press account of the race reported that we won quite handily. I do not recall this race.

Gerald Aldous and I won the senior double and the senior four, with Henderson (2) and Carruthers (bow). We had what should have been a good

senior eight with myself (stroke), G. B. Aldous (7), Mothersill (6), Deacon (5), Carper (4), De Sherblin (3), Henderson (2), Anderson (bow), H. Baker (cox), but we never had a chance as for some unknown reason we got headed into the slack water at the start and before we could get back in the current we were hopelessly behind. Minnesota won, with Duluth second, and we brought up the rear. Paddy Allen stroked the junior eight and rowed two in the junior four. We talked over the possibilities of a Henley trip immediately after this Regatta and as Selby Henderson could not make up his mind whether he could go and Paddy Allen was going over anyway to get married, we got our Henley four together that Fall and that winter set out to get ourselves in first class condition by doing road work twice a week and keeping fit in every other respect.

Practically from the beginning of the year every Sunday morning and Wednesday evening we did a tramp and run, on Sundays about fifteen miles and on Wednesdays approximately ten miles. We used moccasins or running shoes; and, although we were off the beaten roads to get heavy going, we did not use snow-shoes, the purpose being to get rugged out-door work to build up strength and stamina. We were fortunate in an early Spring and were on the water rowing March 25th, 1910, which is about as early as navigation ever opens on the Red River and at least a month earlier than the average. We did not advertise our intention of rowing at Henley and in ordering a boat and oars from Sims and Aylings a trip to Henley was

mentioned only as a possibility and not for publication. Around the Club house, of course, it was known what our intentions were, but the trip was regarded by almost everybody but ourselves, as a sideline to a visit to England. We were featured at the Spring Regatta where we rowed and beat a pick-up eight. We left June 1st, arrived at Putney June 10th. We made "Spencer Arms" our headquarters where we got our meals, and had rooms in a house named "Hay Villa" and spent a week at Putney getting accustomed to our boat and oars and were put up by the Thames Rowing Club, whose members were hospitality itself. They entertained us at luncheon at which a telegram of welcome was received from His Majesty King George, and duly acknowledged. It took us a little while to get used to our new boat; meantime we were not very highly rated by the critics on the water side at Putney. The first of the up-river Regattas was held at Walton, Saturday, June 18th, on a seven-eighths mile course, which gave us a week's practice and another two weeks between that and Henley. The Thames crew, which won the Stewards' in 1909 and was acknowledged to be the best English crew, was entered, and we were also. They, however, did not take either this Regatta or us very seriously. They had a good lunch and rowed down to the start with big straw hats on, which they wore in the race. We had really just found ourselves the day before and we gave them quite a surprise by taking the lead from the start and had a couple of lengths of open water when we reached the bend near the finish. Unfortunately, we got too

close to a pile in the water and hit it, which anchored us, and we had to let them row past. No damage was done to our boat and we pushed off and went after them and they were so all in that we came up alongside, but in their water. We were going by them when their bow man closed in on us and we fouled them before we could get clear, punching a hole in their boat and incidentally rescuing their two man who was in the water and too exhausted to save himself. Thames were given the race on the foul but they presented us with the individual cups. They also had their eyes opened to the competition they would have to meet at Henley in two weeks' time. This race gave us confidence but it ruined Frank's reputation as a steersman and the Press never failed to mention it in connection with any later comments on our rowing, much to Frank's disgust.

Here follows an English press account of the race:

"Chief interest centered in the race for senior fours between Winnipeg R.C. and the Thames R.C. as both crews are expected to compete for the Stewards' Cup at Henley. The Canadians arrived on June 11, and have been in regular training at Putney since last Monday. The Thames four consist of three of the famous crew who have rowed with conspicuous success in recent years. A. E. Snellgrove rows in the place of J. Beresford. They have been in training for many weeks, and were known to be a fast crew. It was generally thought they would be too speedy for the Canadians, but the

Colonials showed surprisingly good form, and were quickly ahead of their opponents, and but for an unfortunate collision with the piles would have won with comparative ease.

This collision led to a most extraordinary incident, probably the most extraordinary on record in the annals of best boat racing. When Winnipeg were stopped by forcible contact with the piles they were fully two lengths ahead, and in their opponents' water, although Thames had lost the lead through running into the bank earlier in the race. Immediately Thames saw the predicament of their rivals they slackened a little, but the "Pegs" lost very little time in getting to work again, and were just about to overtake the Thames, each rowing on the wrong station, when the latter suddenly came across and collided with the Canadians. Before Thames could get away every one of their crew fell overboard, the rescue work being carried out by Dr. Etherington Smith and his colleagues on the umpire's launch and a gentleman in a private boat. In consequence of the damage sustained to the "Pegs" boat, which caused the bow to fill with water, they were unable to complete the course.

The Canadians were obviously at fault in occupying their opponents' water, although when they first crossed over they were well ahead, and when they re-started Thames were well over the other shore, and it looked as though the race would be finished with the crews on their reverse stations. It was only due to the faulty steering of Thames boat that the collision occurred, for Thames had no

intention of claiming their station—in fact, they had no advantage to gain by so doing. Had the race been continued, a close finish would have been inevitable. The incident was certainly regrettable, and the umpire had no option but to disqualify the Canadians and award the race to Thames.

In conversation with our rowing correspondent, Mr. C. S. Riley, the Winnipeg stroke, readily admitted that they were in the wrong and that Thames were entitled to the verdict. The sportsmanlike action of the Thames crew at the prize distribution in handing the presentation cups to the Winnipeg crew was loudly applauded. K. Vernon of the Thames R.C., felt the effects of his immersion worse than anybody, and was ill for some time after, but it is hardly likely that the Thames four will undergo any change in consequence for the Stewards', in which, if the Winnipeg crew can keep fit and develop a little more speed and better steering it will require a good crew to beat them."

We had our boat repaired and were at Henley Tuesday following, which gave us about ten days before the opening race. We stopped at the "Five Horse Shoes" and our friend of 1904 who supplied the coach and pair was still in business but wanted thirty shillings per day for what he had charged twenty-one shillings in 1904. We were able to make arrangements with a taxi to give us a faster and better service for five shillings a day. I only mention this to indicate that horses were still competing with the taxi but on a very unequal basis. We had a good deal of rain the first week at Henley,

which meant a slow course, as we row against what current there is. I quote here from a diary written by Frank Carruthers which gives our routine:

"Our daily routine is as follows:—Get up at 7 a.m., have half a mile walk before breakfast, the bow end of the boat indulging in a sprint home of the last 100 yards. Breakfast at 8, from 8.30 to 10.30 lay around, read the papers and watch for the mail; 10.30 start for Henley which is a mile away and we are generally on the water by 11.30, have a good row and catch a taxi home at 1 o'clock; have lunch, rest until 3.30, then we again go down to Henley and are generally on the water by 4.30. After our row we watch the other crews and get our taxi home at a quarter to seven, have a good supper at 7 o'clock and at 8.15 take a good three mile walk; always go to bed at ten o'clock. Meals consist of good plain foods, no pastry, lots of fresh fruit and a pint of beer at supper time—tea and water being our other drinkables."

Ab Culver, who went over with us, passed up a pleasure jaunt to Norway and acted as our coach and general factotum. He adopted the English custom and followed us on a bicycle on the tow-path and was most helpful in coaching and in every other way; in fact, was to all intents and purposes one of the crew.

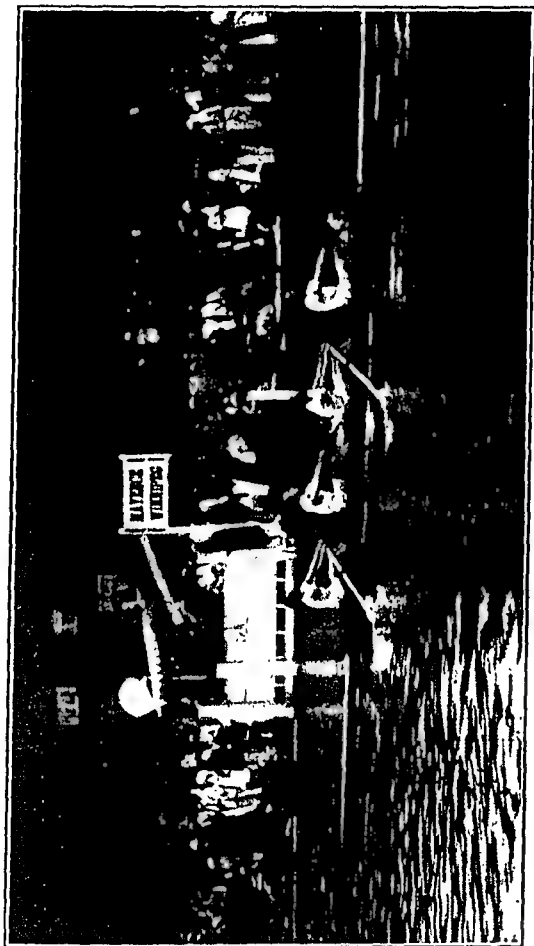
We drew Thames in the first heat. They were a better crew than we met at Walton as Beresford had replaced Snellgrove at bow. We both started fast, we at 43, Thames at 44, and they led us by

as much as half a length for the first half mile which we reduced to a quarter before we got to Fawley. At this point we went for a lead and when we passed Fawley we had a quarter length which we gradually made into a length and stayed there, with Thames pushing us all the way. The final was against Mayence, Germany, a heavy fast crew. It was quite a different atmosphere we rowed in to that of the day before as we had the support of the tow-path and all the craft on the river in the wish that we should beat Germany. We were told by rowing men not to let the Germans get away from us at the start at all hazards, and we did not. We rowed 44 and they 43. They led by a few feet at the first signal post. We hung on to them until we got to Fawley, and when we spurted at Fawley to pass them, they cracked, and we rowed right away from them to win by several lengths. It was a popular win as compared with the day before. The crews and a description of the race is as follows:—

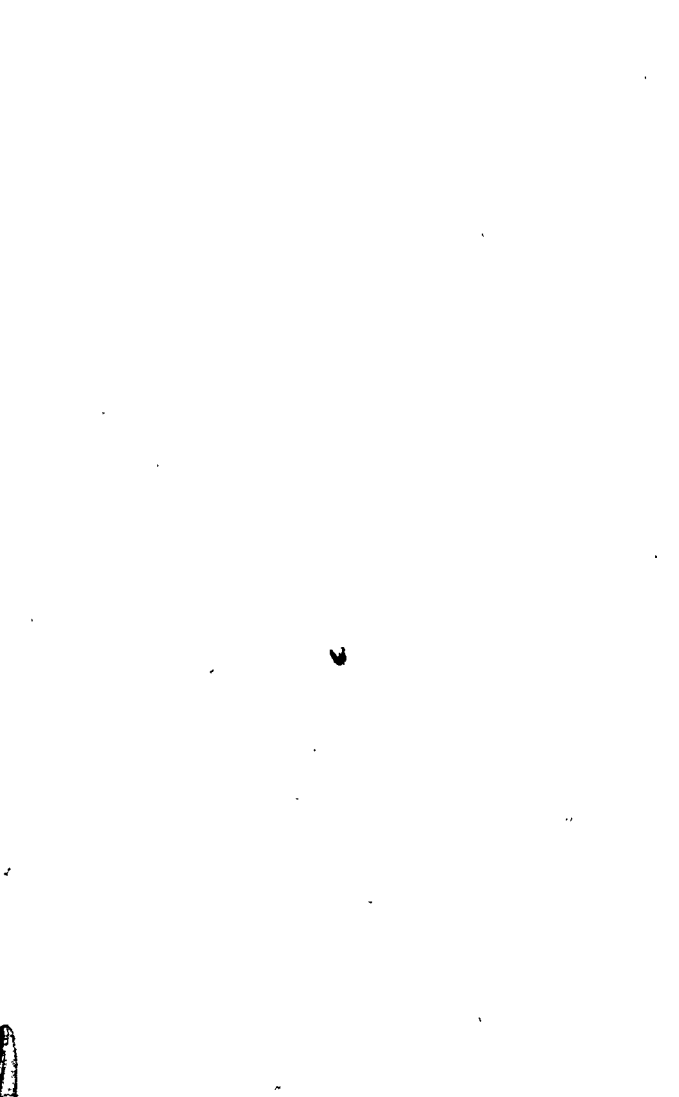
“Winnipeg R.C.: F. F. Carruthers (steers) 10 st. 3 lb.; C. E. Allen, 11 st. 7 lb.; G. B. Aldous, 11 st. 10 lb.; C. S. Riley (st.), 11 st. (Average 156 lbs.)

Thames R.C.: J. Beresford (steers), 10 st. 5 lb.; K. Vernon, 11 st. 6 lb.; C. G. Rought, 13 st. 4 lb.; Bruce Logan (st.), 12 st. 11 lb. (Average 167½ lbs.)

Mainzer Ruder Club, Mayence, Germany: Josef Fak, 12 st. 8 lb.; Max Minthe (steers), 14 st. 2 lb.; Oskar Cordes, 14 st. 4 lb.; Lorenz Elsmayer (st.), 14 st. 3 lb. (Average 193 lbs.)



F. F. Carruthers C. E. Allen G. B. Aldous C. S. Riley
Winning Stewards' Challenge Cup, Royal Henley Regatta, 1910



Leander Club: C. A. Gladstone (steers), 10 st. 13 lb.; R. H. Owen, 12 st. 8 lb.; A. G. Kirby, 13 st. 8 lb.; G. L. Thomson (st.), 12 st. 4 lb. (Average 173 lbs.)

WINNIPEG VS. THAMES

"In the Fourth Heat the Canadians, who had the best station, started at 22 and 43 strokes in the half and minute, Thames rowing at the same rate. The last named were very fast off the start, and led at once, having three-quarters of a length lead at the quarter-mile signal-box. Winnipeg then, in the more sheltered water, began to go up, and at the half mile were only a quarter length behind. Thames seemed to be feeling the effect of the wind, and were not steering quite so well as previously. They led, however, at Fawley by half a length, the time being 3 minutes and 45 seconds (2 seconds better than the Germans had done). Below the three-quarter mile Winnipeg spurted, and went up to within a foot or two of Thames, and then spurting at 39 a minute passed Thames and led by a length at the mile. Thames were rowing 37 a minute and Winnipeg 38; the former, however, were now beaten, and, although they spurted pluckily, were being held by Winnipeg, who slowed down close to the finish, winning by a bare length, in 7 minutes and 49 seconds."

WINNIPEG VS. MAYENCE

"In the final was seen the novelty of a colonial crew defending the cup against a German four. It was quite calm when the race took place, and there

was little or nothing to choose in the stations, although most steersmen of fours would choose the Bucks, as it is easier to steer with the help of the booms. It was a fine race to Fawley, where the German No. 3 missed the water for a stroke, and did the same again 100 yards further on. From that time the Canadians had the race in hand. Mainzer started at 21 and 41 strokes to the half and minute, the Canadians putting in 23 and 44. Both were tremendously fast off the mark, a slight advantage resting with the Canadians, who were half a length ahead at the upper end of Temple Island and the same at the quarter signal-box. They had both steered excellent courses, and it was a fine race for some distance further, the Germans spurring and going up, but not steering quite so well. At the half mile the Canadians were a quarter length in front, but the Germans came up fast, and led at Fawley, reached in 3 minutes and 45 seconds. Then the Germans showed signs of distress, more especially No. 3, and before the mile was reached Winnipeg went rapidly ahead, leading by one and a half lengths there. On to the finish the Canadians had the race well in hand, winning in the end easily in 7 minutes and 52 seconds."

It will be noted that the average weight of our crew was 156 pounds, the average weight of the Thames crew was 167½ pounds, and the average weight of the German crew 193 pounds. The above is a report of the race as it appeared in the "Field" and is typically English in its set up.

We did not row again, our boat was shipped back to Putney and we had "Stewards' Henley" painted on the bow. We also had the names of the crew and their weights painted on our oars. The boat was afterwards bought by the City of Winnipeg and presented to the Club and was used on occasions. It unfortunately was destroyed by fire when the Club house was burned in 1923. The oars were never used again but became the private property of those who used them. This completes the rowing side of the story.

I cannot speak too highly of the hospitality extended to us by Thames Rowing Club. Literally they treated us royally; we received the King's message at a luncheon they gave us, we had the privilege of their club house and the services of their boatmen, and both their retired and active membership did everything to make us feel at home during our stay at Putney.

At Henley we experienced less difficulty in breaking the ice than on my previous visit in 1904. Leander made us honorary members of their club and their crews entertained us at dinner at their training quarters.

The rowing critics on the whole were kind to us. I do not think they all appreciated the fact that our rigging was different, particularly the length of our slides which gave them the impression we were short in reach and body swing. Guy Nicholls was the only one who seemed to go out of his way to be a bit unkind. I saw him frequently at Leander Club

and on the tow-path but never met him or had any conversation with him. After the race with Thames, the best English crew, he stated we had beaten what had been a good crew in 1909 but they were now suffering from Anno Domini. However, they were good enough to win the Stewards' again in 1911 and also break the crew into two pairs, and row a dead heat with each other in the final heat for the Goblets, smashing the previous record by many seconds and setting up a new one of 8 minutes and 8 seconds, which has not been touched since.

We did not attempt any secrecy so far as our rowing was concerned. We showed what we had at Walton Regatta and we gave every opportunity to those interested to clock us when rowing courses and half courses at Henley, and we rowed starts and part courses with any crews who wanted to work out with us. Clippings from the English Press show that our every row was recorded.

Jimmy Cosgrave, the lightweight Argonaut sculler, rowed for the Diamonds this year but was beaten in his first heat. He was more popular than Lou Scholes had been in 1904, but did not seem to have the necessary power to make good on the Henley Course. Kinnear who won the Diamonds was with us at the "Five Horse Shoes." He was a powerful sculler and a fine chap. He rowed for one of the Metropolitan clubs and I believe was a travelling salesman by occupation.

After the race we received many congratulatory cables from public bodies, clubs and friends all over

Canada which made us realize, as we did not do before, the widespread interest that was taken in our success at Henley.

We had a number of Winnipeggers in our party leaving Winnipeg. At Montreal we attended the wedding of Marion Thompson, a friend of my wife's, to Clawson Rea and they were fellow passengers on the Empress of Britain with us, as were K. B. Stoddart, Reid Dobell and other Winnipeggers.

As soon as we arrived in England our party broke up to meet later at Henley. My wife with a party went for a three weeks' trip to Norway, arriving back just in time for Henley. During our stay at Henley we renewed our acquaintance with the Foys and on Sundays had trips to Sonning and other points by canoe on the river. At Henley, in addition to our Winnipeg party who came over on the boat, there were a number of others, including Mayor Sanford Evans and Mrs. Evans, Chief Justice Howell and Miss Howell, and Judge Metcalfe. After the race we had our own celebration at which I did not stay to the finish. It was considered necessary by the County Council to have a policeman for special duty at the Five Horse Shoes Inn. In the morning it was found that his helmet and tunic were hung on a tree outside the Inn and he had been safely put to bed. . . . There was some damage to pay by reason of a professional oarsman, one of our supporters, putting his fist through the top of the bar, but it was only incidental, and what is considered to be a legitimate form of recreation, or entertainment, at the expense of the

winner. We were entertained to a large dinner in London by Mayor Evans which included all the Winniepgers that we had been in touch with at Henley. Later Chief Justice Howell, who it will be recalled was the Club's early President, entertained the Thames crew and ourselves to a sumptuous dinner. The boys then followed their own form of entertainment. My wife and I with the Reas engaged a motor and had a seven day motor trip in the south of England. We then went over to Ireland to attend the wedding of Paddy Allen at Dublin and had some motoring there. We spent some time in England and finished up with a two weeks' trip to Hamburg, Berlin and Paris, returning to Winnipeg by way of Boston about September 1st. The Winnipeg papers had devoted a good deal of space to the Henley trip but by this time it had ceased being news. Some time later the City Council had us attend as a crew in the Council Chamber and presented us each with a large silver shield suitably engraved.

Captain Foster of the Thames Rowing Club had the original message from His Majesty the King framed, inscribed and presented to us. The Thames crew which had been awarded the race at Walton presented the individual prizes, which were individual silver bon bon dishes, to us and which we have as a memento of the race. This was the only occasion to that date or since, that the Stewards' Cup had been taken out of England. My father had an exact replica made of this very handsome cup, which I am the possessor of. As an aftermath of

the trip, George Bingham, our enterprising captain, opened a subscription list for a permanent boat fund and with the assistance of one or two others collected \$4,000.00, which has been used and added to from time to time, and has been a great help in supplying boats and other club equipment since that date; and we still have money available from this source for that purpose.

CHAPTER V.

"GRAND CHALLENGE", HENLEY 1914. THIRD PERIOD OF ACTIVE ROWING TERMINATED BY THE WORLD WAR

1911-1914

At the Annual Meeting in the Spring of 1911 Mr. Galt at his suggestion was made Honorary President and on his nomination I was elected President to succeed him. I had no plans for active rowing that season and did not have a crew in the Spring Regatta. The newspaper report of the Regatta mentions that there was some disappointment that I had been called out of town and therefore was unable to take part in the pair-oared race that had been arranged. I do not know what race this could be, although I had a pair-oared boat of my own in which I rowed quite frequently with different members and the Club also had another. The Press report shows there were ten crews in the Spring Regatta held June 3rd which was won by Harrison Gilmour's crew, Herb Gemmell (3), Rex Hooten (2), Ab Culver (bow).

The Club had made rather a poor showing at the N.W.R.A. Regatta of 1910 which was held at Kenora, the Bantam four being the only sweep oar race

which Winnipeg won. The Minnesota Club was the most successful club, while Duluth under its second year of professional coaching was making a better showing. Julius H. Barnes was then living in Duluth and very much interested in the Duluth Boat Club. He had built them a natatorium costing \$100,000.00 and spent quite a lot of money annually in financing the Club.

The N.W.R.A. Regatta was to be at Duluth in 1911 and it was decided we would again make a special effort to retrieve our standing in the Association. We made a good job of it. The Regatta was held July 21st and 22nd. Winnipeg had a starter in every event and won all the shell races but the Bantam four and junior singles. The Bantam four had the misfortune to have a seat come off and our junior sculler ran into a log, so that we did not finish in either of these events. Winnipeg came in first in all the others. Our senior eight was made up of Riley (stroke), Patton (7), Allen (6), Eadie (5), Lynch (4), Aldous (3), Henderson (2), Carruthers (bow), Ab. Culver (cox). Our senior four, the three bow men of the eight and myself. Aldous and I won the senior doubles and Culver won the senior single. The junior eight was stroked by Gilmour with Webb, Baker, Muir, Robinson, Denison, Murphy, and Wickson in that order. The junior four was Jackson (stroke), Johnson (3), Robinson (2), Belcher (bow), and our junior double Belcher and Jackson.

In the Fall of 1911 I rowed a crew in the Drewry Cup Shell Fours and won with Eadle (3), Robinson (2), Pattinson (bow).

In 1912 the possibility of sending an eight to Henley to row for the Grand Challenge was discussed, but it was not possible for some of the crew to get away and the idea was abandoned. As the N.W.R.A. Regatta was being held at Winnipeg in 1912, there was much activity in shell rowing. There was also a good deal of rivalry in the single sculling event. Carruthers, Henderson, Aldous and Culver were out to win the senior single and the Club Championship, which in the Fall before had been won by Culver. We therefore made up our senior eight leaving out the scullers and were seated, Riley (stroke), Patton (7), Allen (6), Eadle (5), Baker (4), McLennan (3), Denison (2), G. Wickson (bow). There was no entry in the senior four other than Winnipeg, so that there was no race. We won the senior eight with Duluth putting up a good fight for second place. Duluth won the junior eight and, I believe, the Bantam fours. The senior single was a very fine race with the four Winnipeg starters only. The finish of the Regatta was at Elm Park and the start below River Park, a full mile and a half course against the current. Frank had the inside course and established a lead. Ab rowed well out in the river and although leading the other two scullers was a couple of lengths behind Frank at the last quarter. He however had the better course at the finish and was able to beat Frank out after a very hard race in which both of them sculled





remarkably well. Winnipeg won all the sculling events, Aldous and Culver rowing senior double, Punshon and Phinney, junior double, and Phinney, junior single.

As the National Regatta was being held at Peoria, Ill., that year we decided to make entries in the senior eight, the International and senior fours, senior double and association senior single, and Intermediate double and single. We won all seven events, which is probably the biggest clean up that any Club has made at a N.A.A.O. Regatta. In addition to this we also won a free-for-all four for a silver cup which was put up by the City of Peoria and rowed the day previous to the opening of the Regatta.

Ab Culver, in addition to winning the association senior single, also started in the Championship singles and the quarter mile dash, in both of which events he rowed second to E. B. Butler of the Argonaut Club, Toronto. Culver and Carruthers had an easy win in the senior double, while Phinney and Punshon won the Intermediate double in record time, and Phinney the Intermediate single, without any difficulty. In the senior four our principal competition was against the Arundels of Philadelphia who were coached by Jimmy Rice. They had won the National the year before and were a much touted crew. They rowed second to us in our three four-oared races and gave us a good race each time with the other crews far behind. In the senior eight the Duluth crew whom we had rowed in Winnipeg two weeks previously finished second, a little more than

a length behind, and they in turn were a length ahead of Detroit.

Our eight was placed as follows: Riley (stroke), Patton (7), Allen (6), Eadie (5), Baker (4), Aldous (3), Henderson (2), McLennan (bow), Gordon Leggo (cox) and R. L. Denison spare man. Our four was myself (stroke), Aldous (3), Henderson (2), Carruthers (bow). It was the intention to row Paddy Allen in the International Four which was to be rowed just before the senior eight, but as Paddy was about ten pounds lighter than he had been when he rowed at Henley two years before, I did not like to have him row the two races.

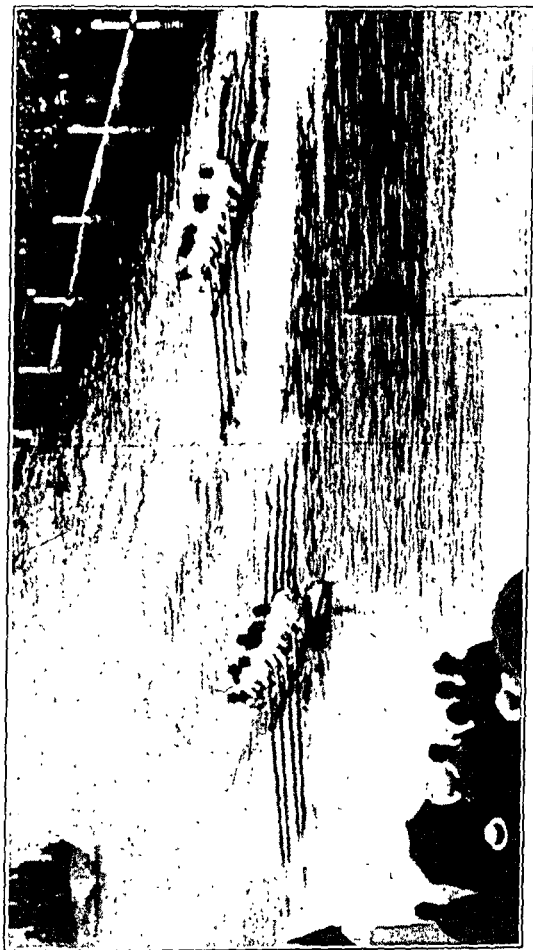
In 1913 the N.W.R.A. Regatta was held at St. Paul, but as the dates conflicted with the Canadian Henley and we were at that time thinking of the possibility of an eight for Henley in 1914, we decided to pass up the N.W.R.A. and go to the Canadian. Our junior crews did not do very well at the N.W.R.A. as they had a number of misfortunes due to Hav Phinney, who was stroking the eight, being taken ill the day before the race, which upset the crew. At the Canadian we won the senior eight and four without much difficulty. This was the fourth time I had rowed a senior four at the Canadian, having lost on the three previous occasions through some kind of ill-luck. We did not, however, have much difficulty in winning this time against what was considered to be a good winning junior Argonaut crew. We were also able to make it a run-away race in the senior eight.

Ab Culver was our entry in the senior single and rowed against Dibble, Butler and Lepper. There was some jockeying in this race and Lepper was ruled off for fouling Butler about a quarter of a mile after the start. The race was re-started at this point and both Butler and Dibble were given a length lead on Culver as that was the relative position at the time the foul occurred. Ab rowed a fine race and beat Butler quite handily and was lapping Dibble at the finish. Dibble has told me since that it was one of the biggest surprises and one of the hardest races he rowed. For his weight (it never exceeded 125 pounds) Ab was without doubt one of the fastest scullers that ever sat in a boat.

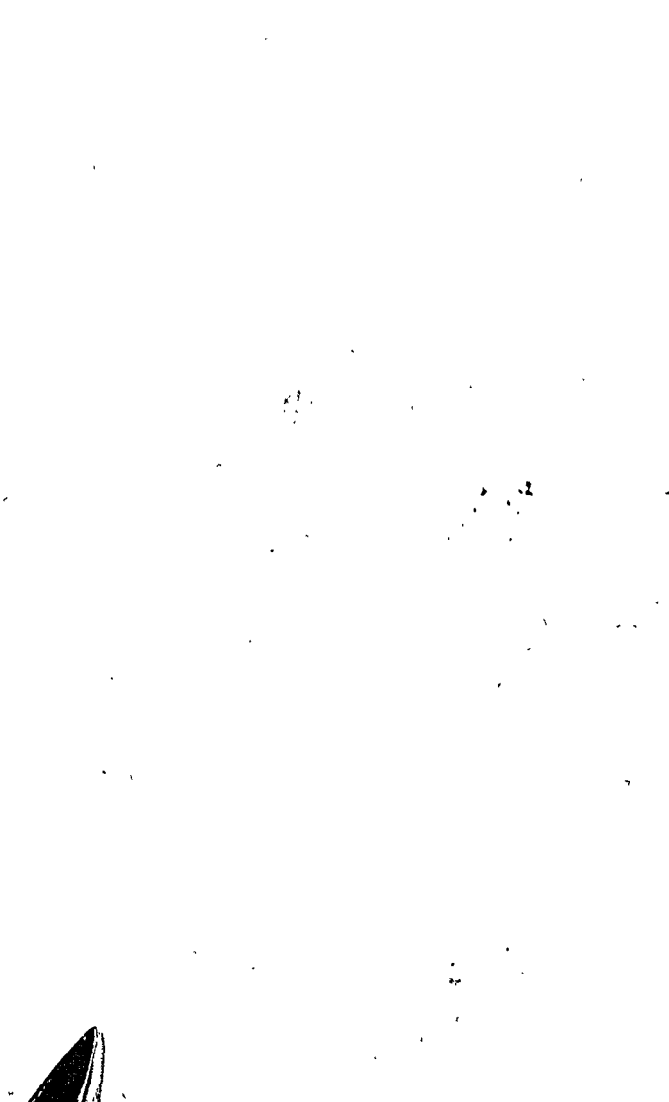
Our eight rowed in this order: Riley (stroke), Patton (7), Allen (6), Eadie (5), Baker (4), Aldous (3), Henderson (2), Carruthers (bow), Preston (cox), and our four were the three bow men of the eight and myself.

During the winter of 1913 and the Spring of 1914 we made our plans to make a bid for the Grand Challenge at Henley. The plan of training adopted in 1910 had been continued, not so much for training for a special event as for the satisfaction and enjoyment we had in our Sunday and midweek outings. In addition to prospective oarsmen we added a few others to our numbers, who enjoyed these outings. These work-outs, as well as keeping one fit, were also the means of establishing good comradeship and mutual understanding, which is a big factor in maintaining harmony and getting the maximum out of crew

rowing. An eight and a four were ordered from Sims, and proper equipment of oars from Aylings. We then encountered the usual difficulties in attempting to get an eight together, in that there were several men we would liked to have had who were not available. We finally made up a crew with Aldous (7), Henderson (6), Spragge (5), John Wickson (4), Carruthers (3), Baker (2), Culver (bow). Spragge had rowed with Fort William but the last two years had been living in Saskatoon, and had recently moved to Winnipeg. He was a good oarsman but it took some time to work him into the crew. Wickson was a Winnipeg boy, but had rowed latterly with the Argonauts, and had been a member of their 1912 Olympic crew. These were the only men who had not been in our cross-country workouts. We trained conscientiously and after the usual vicissitudes, none of a serious character, we left Winnipeg on June 4th and proceeded direct to Henley, arriving there about June 15th. Our eight-oared shell awaited us there. Apart from the crew, we were accompanied by Mrs. Frank Carruthers and Mrs. Selby Henderson. When we arrived at Henley we took a house in the town which was run by the Misses Johnson, and we had the exclusive use of it, including the usual well kept English lawn and garden. The ladies of the party lived elsewhere. The crew developed pace as its training proceeded. Harold Riley was our spare man and he got at least one row a day, alternating with Culver in the bow, or in some other seat in the boat. We trained on very similar lines to that



Harvard vs. Winnipeg
Grand Challenge Cup, Royal Henley Regatta, 1914



of 1910 and, on the strength of our reputation established that year, the rowing critics took us quite seriously. There were four outside entries including Harvard University, Union Boat Club of Boston and Mayence of Germany, while English rowing was represented by Leander, Jesus College, London and Thames. It was a coincidence of the draw that the English crews were all matched against foreign crews in the first draw and all were eliminated in the first heats. We drew Thames, and had an easy win. The Press account of the race is as follows:

"July 2nd.

GRAND CHALLENGE CUP

Heat 1.

Berks—WINNIPEG R.C. CANADA	1
Bucks—THAMES R.C.	2

WINNIPEG R.C., CANADA

	st.	lb.
A. F. Culver (bow)	9	0
2 J. M. Baker	11	6
3 F. F. Carruthers	10	8
4 J. A. Wickson	11	9
5 A. D. Spragge	12	5
6 J. S. Henderson	11	12
7 G. Aldous	11	7
C. S. Riley (stroke)	11	4
R. A. Preston (cox)	8	3

AVERAGE 157 lbs.

THAMES R.C.

	st. lb.
P. Beresford (bow)	9 2
2 V. G. Teale	10 5
3 I. M. Woosley	10 3
4 A. C. Chibnall	11 8
5 K. Vernon	11 4
6 Bruce Logan	13 0
7 E. L. Watts	12 8
J. Beresford (stroke)	10 3
H. Sunley (cox)	9 0

AVERAGE 155 lbs.

A strong head wind prevailed. Winnipeg, at 11, 22 and 41 to Thames 10, 20 and 38 in the first minute, led at once, and went away so fast that they were a length up at the top of the Island, and clear at a quarter-mile. Even so early as this the result was not in doubt for Winnipeg, at only 32 a minute, went $1\frac{1}{2}$ lengths ahead. They passed Fawley in 3 min. 45 sec., rowing comfortably and although Thames kept hard at it they could not make the least impression upon the Canadians, who continued at 32. Thames spurted at the enclosure, but it was of no use, and Winnipeg went home the easiest of winners by $1\frac{1}{2}$ lengths. Time, 7 min. 55 sec."

In the semi-final we were drawn against Harvard who had eliminated Leander; in the morning when we rowed the weather was rather disagreeable with a drizzle of rain. We drew the Berks Station which I have always considered the least desirable, being

the outside, or more exposed course. My recollection of the race is that we got away fast and led by as much as one-half a length in the first quarter which we held for the first two minutes. The intention was, if we could get sufficient lead, to cut the corner at Fawley but we were unable to do so. We held this lead for the first two minutes but before we reached Fawley, which is half way, we were about even and they had the advantage in the bend, and when we both settled down they had more power in their boat and gradually established a lead. We spurted from time to time to overcome the lead but could make very little impression on it and were finally beaten by about two-thirds of a boat length. It was a hard race to lose but the crew rowed its best and finished strong and we were fairly beaten. If the courses had been reversed we might have won. We averaged eighteen pounds per man lighter than Harvard. Here follows the press account of the race:

"July 3rd.

GRAND CHALLENGE CUP

Heat 5.

Bucks: HARVARD A.A. BOAT CLUB, U.S.A..... 1
 Berks: WINNIPEG ROWING CLUB 2

HARVARD ATHLETIC ASSOCIATION B.C.,
 U.S.A.

	st.	lb.
L. Saltonstall (bow)	11	9
2 J. C. Talcott	12	0
3 H. H. Meyer	13	0

4	H. S. Middendorf	13	0
5	J. W. Middendorf	13	1
6	D. P. Morgan	12	5
7	L. Curtis	12	13
	C. C. Lund (stroke)	12	1
	H. Kreger (cox)	8	4

AVERAGE 175 lbs.

Colour: Crimson.

Winnipeg, rowing the faster stroke, secured a slight lead at the start. They pulled 11, 21 and 42 against 10, 20 and 38 by Harvard. A great race ensued up the Island, but at the first signal Winnipeg had got the lead by about a quarter of a length. Between this point and the half-mile Harvard drew closer, and at the second signal the boats were dead level. Harvard had pushed the nose of their boat in front at Fawley, which was reached in 3 min., 27 sec. Both were rowing 36, but at the three-quarter mile Harvard had increased their advantage to a quarter-length. Winnipeg spurted most gamely, but Harvard were always able to respond, and at the mile they led by two-thirds of a length. Both were still rowing 36, and were repeatedly spurting, but Harvard had the race in safe keeping, and won amidst excitement by three-quarters of a length. Time, 7 min.

One of the outstanding features of the race was the splendid manner in which both eights kept their form. Although both were rowing at high pressure, they never once got short or unsteady. Harvard had to row harder against the Canadians than against

Leander, but although they were pleased at having reached the final, I think their victory over the English eight afforded them the greater satisfaction. They took longer to recover from their exertions before they could chant their war cry."

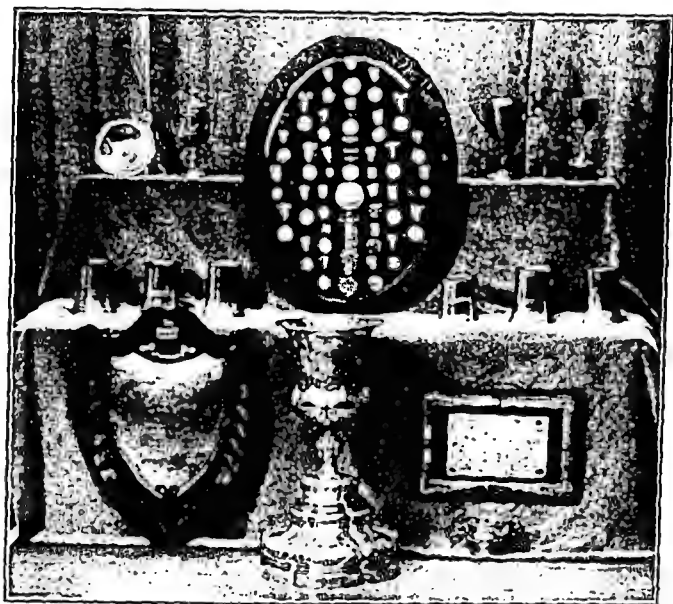
The Union Club of Boston beat Mayence in a close race and this brought the two American crews together in the finals, which Harvard won rather easily. This was the first and only time the Grand Challenge had been won on this side of the Atlantic and it was a coincidence that two American crews should be in the finals, and that it was rowed on July 4th, Independence Day.

Bob Dibble, the Toronto sculler, was rowing for the Diamonds but was eliminated in the semi-finals by Sinigaglia, the Italian sculler, who finally won out. He was in a class by himself for speed, and although he ran into the piles repeatedly he seemed to be able to overcome this handicap and win his races quite comfortably. Dibble gave him his hardest race.

Naturally we did not have the jublations that attended our previous visit. Some of the boys stayed over and had a visit in England while others caught an early boat and were back in Winnipeg the latter part of July, in time to fill in at the N.W.R.A. Regatta which was held at Kenora. The Henley Regatta of 1914, however, was to be the last serious rowing I did. I rowed a four against Duluth at Kenora but the crew was not in shape to do itself justice and was beaten by a useful light weight crew

of the Duluth Boat Club. I do not know how good they really were, but it afforded them and their supporters great satisfaction to beat a Winnipeg crew, stroked by myself; so much so that on their return to Duluth they had a public parade at the head of which they led a Billy-goat with a placard on it labeled "Riley's goat." I intended retiring after 1914 but if the war had not intervened it is altogether likely that I would have rowed a four in 1915 for the satisfaction of another go at Duluth, but it was not to be. I did not row in a shell again until shortly before Christmas 1918, when, as part of the Army of Occupation, we made up a crew of Gerald Welsford, Harold Riley, Gerald Aldous and myself and had a row on the Rhine in a four-oared shell of the Bonn University Boat Club at Bonn, and Gerald Aldous and I were also out in a pair-oared. There was some talk of having a boat race between crews from the First and Second Divisions of the Canadian Corps. Our crew from the Second Division was to be made up of Ken Patton (bow), Harold Riley (2), Gerald Aldous (3) and myself (stroke), but the other crew did not materialize.

While in Germany I took advantage of the free transportation available to the troops, and visited Mayence, which was in the territory occupied by the French. Upon enquiry at the Boat Club I was told that of the four we rowed against in 1910, two were reported killed, one missing and the fourth, Cordes, was minus a leg. I saw Cordes at Amsterdam in 1928 on the official bus following the boat races.



Collection of Medals, Cups and Trophies, including Shield
presented by City of Winnipeg, Replica of
Stewards' Challenge Cup, and the
King's Message of Welcome.



CHAPTER VI.

ROWING HERE AND ELSEWHERE

1919-1932

I got back from overseas in March 1919 and presided at the annual meeting that Spring. The Club had remained open but practically inactive during the war. The Norwood Golf Club had become joint tenants of the Club house, the consideration being the payment of the taxes. They continued on this basis for 1919; but in 1920 we became active again with practically a new membership, but with a few who had rowed in 1914 and before. I stroked a crew in the Spring Regatta with young George Galt and Bob Hinton, new members. We were beaten by a crew stroked by Gerald Welsford, in the finals.

The N.W.I.R.A., which had lapsed after the United States came into the war, was revived in 1920 and we held the Regatta at Winnipeg on August 6th and 7th. Only Junior events were rowed, and Winnipeg supplied most of the entries, with Duluth, Minnesota, Fort William, Kenora and Regina also represented. Laurie Phinney stroked our eight, and Bob O'Grady the four, Bob Morton the bantam⁴ four, while Gerald and Hubert Welsford rowed, and won, the sculling events. We won the Lipton Trophy

for the first time. It had been put up for competition in 1914 and was held by the Club scoring the highest number of points at the Annual Regattas of the Association. I was responsible for drawing up the basis of scoring points for this trophy.

In 1921-1922 and 1923, notwithstanding a good deal of activity around the Club, Duluth was successful in winning the Lipton Trophy. We had the Regatta at Duluth in 1921 and at Kenora in 1922 and Fort William in 1923.

In our Spring Regatta in 1922 we had twenty-four crews in the working boat event, and also had four eights rowing, one representing the University of Manitoba, which added a new interest, and from which source we got new members. I mention this to indicate the rowing activity at this time.

In 1924 we had the N.W.I.R.A. in Winnipeg July 18-19. As usual, we had full entries in all events, but Duluth and Minnesota were only represented in one event each. Fort William furnished most of the competition, but we won the Lipton Cup. Laurie Phinney was Captain and stroked our senior eight, which won.

In 1925 the N.W.I.R.A. was at Duluth and although we had a full representation Duluth came back strong and won the Lipton Cup. Our senior eight was stroked by Barry Bain, a senior four by Bob O'Grady, junior eight and four by Nat Connacher, Bantam eight by Culver Riley, and Bantam four by H. Alloway.

In 1926 the Regatta was at Kenora and this time Winnipeg made pretty much of a clean up, winning the Lipton Trophy over Duluth who, with Kenora, were our principal competitors.

Our senior eight, stroked by Nat Connacher, was sent to the Canadian but was beaten by the "Wyandottes," but O'Donnell and Connacher won the senior double.

In 1927 the N.W.I.R.A. was at St. Paul. We won the Lipton Trophy and most of the events and went from there to the Canadian, making entries in senior eight and four, and Bantam eight and four. We lost the eights but won the fours. Our senior eight was just beaten out by Wyandottes for first place, while McGill beat our Bantam eight, but were later beaten in the fours. Nat Connacher stroked the senior eight, Ted O'Donnell our senior four, while Culver Riley stroked the Bantam crews.

We decided to make a bid for the Olympic for the first time in 1928. The N.W.I.R.A. was held at Fort William this year and we won the Lipton Cup for the third year in succession. I handled the crew this year and they developed good watermanship and were a nice rowing eight. We also had a four made up of men who were try-outs or substitutes in the eight. We defeated McGill in our heat in the eights, while Argonauts eliminated the University of Toronto. In the final Winnipeg took a lead of clear water, in the first minute, from the slow starting Argonauts but were rowed down, and in the effort to hold their lead were hustled to such an extent

that they did not do as effective rowing as they were capable of. Our four won in the trials with Ottawa but the selecting Committee did not consider them good enough to send.

Our eight was naturally disappointed and somewhat disheartened and did not want to row at the Canadian Henley the next day. Connacher was pretty well done in by his hard race, so I took him out and put in Ted O'Donnell, at stroke, changed the crew around and used Bob Simpson from the four to fill in. They rowed a splendid race to beat their old opponents the Wyandottes, and two other American crews. The four also won the senior four. Our crews were: the eight, Connacher (stroke), Ormond (7), O'Donnell (6), Moody (5), Watt (4), Botterell (3), Gordon (2), Boxer (bow), Murray (cox), and the four, Culver Riley (stroke), Roberts (3), Simpson (2), Naylor (bow).

Culver and I proceeded to Montreal and went over with the Canadian Olympic Team. Thanks to P. J. Mulqueen and Prof. Thos. R. Loudon, who was in charge of the rowing contingent, I had a coach's badge which enabled me to follow all the races in the official bus. The Argonaut crew was, on its showing, equal to the British crew, and both took second place to the University of California. In both cases California was only able to win by less than a length after being hunted all the way.

In 1928 Mr. Galt passed on and in his death we lost the best friend and supporter the Club ever had. At the Annual Meeting in 1929 I asked to be

retired from the Presidency, and was made Honorary President, Fred H. Bole succeeding me as President.

1929 marked the development of a rising sculler in Elswood Bole. He won the Club Championship in 1928, and in 1929 the Association single at the Canadian.

The N.W.I.R.A. in 1929 was at St. Paul, the Minnesota Boat Club winning the Lipton Cup. In 1930 it was at Kenora. We had pretty much of a new senior eight and were beaten by Minnesota and Kenora in a very close race. Kenora this year, for the first time, won the Lipton Trophy, a very creditable performance for a small club.

Had our senior eight won, they would probably have gone to the Canadian and made a bid to represent Canada at the British Empire Games held at Hamilton. The Club, however, was represented by Elswood Bole and Bob Richards in double and singles. Bob won the Association single in a good race. Elswood started in the Championship Singles, secured a good lead at the start and took Joe Wright Jr.'s water, but was unable to hold his lead, and when Wright got even with him, he was done. The double race, due to erratic steering, was a fiasco, but Winnipeg was selected to represent Canada at the British Empire Games in this event. Unfortunately, the double from Great Britain did not materialize, and the victory was a hollow one. I followed the rowing races at the British Empire Games in the official boat and saw London R.C. defeat New Zealand in a good race in

the eights, with Hamilton, who represented Canada, trailing. The singles, won by Bobby Pearce, created much interest. Jack Beresford made the race for him, with Bradley third, and Joe Wright Jr. bringing up the rear. A scrubby-looking four from Halifax, who had won the Canadian, represented Canada, but a very strong four taken out of London Eight were too fast for them. G. C. Drinkwater, whom I met at Henley in 1910 and 1914, then the rowing correspondent of the "Daily Telegraph," was in charge of the English rowing contingent.

In 1931 the N.W.I.R.A. was at Lake Minnetonka, and Winnipeg won the Lipton Cup and managed to beat Minnesota and Kenora, their rivals of the previous year, in the senior eights.

In 1932 the N.W.I.R.A. was at Fort William. There was very close competition for the Lipton Cup. It rested with the Bantam eight, in the last race on the programme, to decide whether Fort William, Kenora, or Winnipeg should hold it. The two former had highly rated eights, but Winnipeg came through for a win and again secured the Cup.

Our senior eight, which won a fairly close race, went on to the Olympic Trials at St. Kitts as also the double scullers—Richards and Dubois. I did not have any responsibility in the selection or training of this crew. They were the heaviest crew that I can recall rowing for the Club, averaging about 175 pounds. They claimed the heavy water, at the start, on their course, was a greater handicap than they

could overcome. As a matter of fact, Hamilton, who won, rowed in record time, and later at the Olympic Races at Los Angeles, demonstrated their quality by finishing third to U. S. and Italy, only three-quarters length behind and with a small margin on Great Britain, who was fourth. Richards and Dubois were beaten by the Vancouver double. The only regret in connection with the trip was that our eight did not row the next day in the Senior Eight at C.A.A.O. The crew was Bruce Murray (cox), Culver Riley (stroke), H. Roberts (7), Thomson (6), Hack Simpson (5), Bob Perry (4), Muter (3), Bowman (2), Hornby (bow). Charlie Boxer, who was then President of the Club and spare-man, took over Muter's place at the last moment as Muter had picked up a cold which had developed into a temperature. Farren Murray coached and handled the crew.

I hope some day to see Winnipeg produce a crew that will represent Canada and win at the Olympics.

CHAPTER VII.

NOTES ON CLUB HOUSES, TRAINERS AND TRAINING, GEORGE F. GALT, AND SOME PERSONAL REFERENCES

OUR CLUB HOUSES

I have no knowledge of the first Club House which was a floating one, moored, I believe, to the Main Street Bridge where it crossed the Assiniboine River. This Club House was demolished by the ice in the Spring of '84. A site was then secured on the south bank at the junction of the Red and Assiniboine Rivers, the property of Donald A. Smith, later Lord Strathcona. A very pretentious Club House for the time was erected on this site and was in use at the first Regatta of the Minnesota and Winnipeg Rowing Association in 1886. It was financed by subscriptions and the sale of term debentures. I do not think that any of these debentures were redeemed in cash but they were accepted in payment of membership dues, and many were redeemed in this way. The boat storage was on the ground floor and on the upper floor, a shower room and locker room in the rear, and a recreation room and verandah in the front. The water supply was from a windmill which pumped into a tank, and the drainage, of course, was to the river. This Club House served its purpose very well, and was

approached from Main Street over an open common. The advent of the Northern Pacific Railway into Manitoba about 1889 partially cut the Club House off by the railway embankment and bridge coming into the old Northern Pacific station on Water Street. Later the Norwood Bridge was built, which interfered to some extent with the course; and about 1907, when the Canadian Northern developed the present Union Station property, they approached the Club with a view of our giving up this site. After a good deal of consideration we first secured an option on two lots in Norwood, next to the old Norwood Bridge, but later were able to arrange through the late Fred W. Heubach for the site now occupied, which was donated, subject to certain building restrictions.

The Winnipeg Rowing Club Building Company was then incorporated with a capital of \$25,000.00; and with the disposal of our rights on the old site, and the sale of stock in the new company, a building was erected on this site in 1908. Mr. Galt was our President; and I took on the responsibilities of Secretary-treasurer and handled the finances, and with the assistance of various members who were interested in the project, sold most of the stock. I should like to pay tribute to the late D. Boyce Sprague, who perhaps more than any other, was most helpful in this work. The plans for the Club House were prepared by W. W. Blair, Architect, and provided a commodious basement for our boats, with large dressing and locker rooms, showers, etc., together with recreation room and verandahs. Our

new Club House, however, was not situated as conveniently as the old one, in that the late afternoon sun made the use of the verandahs impracticable.

We were just able to keep ahead of our creditors in the payment for the construction of the building, and it was necessary to find new subscribers to our stock up to 1915 to take care of our obligations. This we were able to do, and the Winnipeg Rowing Club Building Company has never been in debt.

In 1915 a fire started about noon in the skipper's quarters and ran through the building. It did not, however, seem to get a good hold and the fire department with volunteers put it out without serious damage. We collected some \$1,700.00 damages and took the occasion to enlarge the verandah, which was paid for by the insurance money and the sale of some additional stock.

In 1921 a very heavy wind took the whole roof off our building and carried it across the road. This occurred in the night when some of the boys, who were training, were asleep, but no one was hurt and no serious damage done and the roof was put back again.

In May 1923 while our Spring Regatta was in progress something happened to the gasoline stove which was in use, and the building took fire. This occurred while a race was in progress and I was on the roof, which commanded a full view of the race, performing my duties as referee. One of the boys rushed up to the roof to tell me the building was on fire and the flames spread so quickly that I just

had time to rush down through the locker room, grab my rowing clothes and jump out of a window. The fire started on the second floor, and in the meantime the boys were removing the boats from the lower part, but unfortunately a number of the boats which were taken out first, and only placed a short distance from the building, were burned on the ground. We did save most of our boats, however, as quite a number of them were out on the river at the time. We lost our Henley Four, and I personally lost a pair-oared and a single, which Culver had taken out of the Club House but which burnt on the ground. I managed to save my other boat. The Club suffered a serious loss by this fire, but we were able to carry on without interruption. We stored our boats temporarily in the old Arctic Ice house nearby, put up a marquee for temporary use and immediately had men at work clearing away the debris. A roof was constructed over the stone wall at the first floor; and we very shortly had a suitable storage place for our boats, showers, locker room accommodation, and a work shop. In 1925 we added an upstairs portion and in 1926 completed this to cover the whole of the front part. We now had all the essentials for a Club House, and, from the operating point of view, one which we could maintain financially. The insurance collected from the fire enabled us to replace a good deal of the equipment that was lost; and in addition to what reconstruction has been done, the building company now has an investment in Government Bonds which the Secretary-treasurer holds as a nucleus for a building fund,

If and when, such an undertaking should be entered upon.

Some day the Club may have a more suitable club house in a more convenient location, but, for the time being, the present building and its surroundings suit the purpose of a Club which is maintained solely as a rowing club. The Club may benefit from bequests from those interested in its welfare, and in this connection I might mention the bequest of the late A. R. McNichol of \$10,000 of stock in the A. R. McNichol Company, which I was instrumental in securing from him, but which, unfortunately at the moment, is of doubtful value. My own opinion at the present time is that the purposes of the Rowing Club would be better served by maintaining the type of club house we now operate and creating a fund, the annual interest from which could be used to assist in the payment of expenses of crews to various regattas. We have no local competition, and the only incentive to become oarsmen is the opportunity afforded of rowing at other regattas; the expense for transportation of boats and crews is now so burdensome that a fund of this nature would be most helpful.

ON TRAINERS AND TRAINING

The Winnipeg Rowing Club has engaged professional coaches or trainers on two occasions and for short periods only. Fred Plaisted, a professional sculler, was employed for two seasons about 1890. I believe he was a part-time man and spent most of it in sculling with A. C. L. Fox who was

then the outstanding single sculler of the Club. Plaisted was quite a trick sculler, and used to do stunts like standing on his head in a single, upsetting the boat and getting back in again. He coached the senior four, which was stroked by P. A. Macdonald.

Dan J. Murphy was the next professional coach, who was taken on about 1895, and coached and trained the Charlie Marks crew, including the trip to Henley in 1897.

I did not have any opportunity to study, or understand, his ideas on style or training. He had a tobacconist's shop as a side line. His engagement terminated in 1897, and, although he spent some time around the Club in the Spring of 1898, he was not employed, and later secured an engagement in the East, but the last I heard of him he was in Portland, Oregon.

I never had any coaching, but I had the advantage of rowing behind Mr. Galt in 1898, and I rowed his style as nearly as I could, but was not the stylist I thought he was. I learned to row with a flip catch which I got from him. I was the only one, in any of the crews I rowed with, that used the flip catch, and I did a lot of rowing on the machines in the winter of 1909-10 to develop a roll catch for the sake of uniformity and also because after many years I believed it to be the more useful style. I have not any pet theories on rowing, only one or two guiding principles. I subscribe to the theory that more rowing and less coaching will make for faster crews, and the more nearly a man can row naturally, the

more effective will his rowing be. A coach can be very helpful in pointing out peculiarities, or weaknesses in blade work, such as washing out, digging deep, too high or too low in feathering, not reaching out, or missing water at the catch, rushing slides and numerous other things which are done unconsciously. Most men develop some faults, particularly those who take to rowing after they are fully matured. I believe the best oarsmen are born, not made, and to get anywhere they must have capacity for hard work, and enjoy it. Given a congenial lot of boys who are keen on rowing I cannot think of any finer pastime or one out of which one can get more satisfaction. It is not necessary to be a heavyweight to get results. There are more failures among big men than smaller men. Size is more often a handicap than not, although a good big man is better than a good small man, but they are much scarcer. In 1927 I was out in the Harvard coaching boat following a trial course row of the four picked class crews. My nephew, Bob Riley, was rowing in one of them. There was a fifth crew made up of left-overs or what the coach called misfits, but all keen on rowing, and they were also allowed to start. They were orphans as far as coaching was concerned but had done a lot of rowing. It was a mile and three-quarter course. After about a mile the head coach was surprised that the Orphans were in third place and still more surprised when they pushed out in front and won, from what looked like four better crews. When they disembarked at the float I was amazed to note that the two man in this boat only

had one leg. It is that kind of enthusiasm that makes winners. Another instance was the Halifax Four of 1930. They were an odd assortment of weight, size and age, with no style and an old boat that looked as if it would fall to pieces, but they beat the other Canadian crews quite easily. I believe in a coaching boat to follow and watch a crew, but in very little coaching from the boat. It is more effective if done before, or after, the crew has rowed. A man has enough on his mind when he is rowing hard, without trying to listen to a coach.

The Club got its first coaching launch in 1908 but it was more bother and expense than it was worth. We got another in 1911 which was better and was in use up to 1914, but found it too expensive to keep running satisfactorily. In 1927 we got our present craft which is a light, specially built, boat, equipped with a Johnson Outboard engine. It serves the purpose very well, is fast enough, and economical in operation.

Training

When I first started to row no attempt was made to condition oneself before the season opened. We rowed in the Spring Regatta and when the crews were picked for any special event we used to sleep at the Club house and row at six o'clock in the morning before breakfast. This was alright for some of the men, but with others it had a tendency to over-train them. Furthermore, it impairs a man's usefulness in an office in the day time as it has a tendency to make him drowsy. There was also the

danger of running down one's system by stepping up the work too rapidly, which often resulted in getting one's blood in bad condition, developing boils, etc. We had periods when the boys did a certain amount of indoor work at the Y.M.C.A. and elsewhere, prior to the opening of the rowing season. I think, however, that the plan adopted in 1910, and afterwards followed, produced the best results, and was the most helpful. We also abandoned morning rows and with the help of motor cars had a fifteen minute work-out at lunch time, usually rowing down the course, and then a three-quarter mile row back. Our principal rowing was done in the afternoon between five and seven.

GEORGE F. GALT AND SOME PERSONAL REFERENCES

In closing this record of my active association with the Club, which covers a period of over forty years, I should like to make a personal reference to one with whom I was most closely associated during most of that period. The late George F. Galt is, and will remain, an outstanding personality in the life of the Winnipeg Rowing Club. He was Captain of the Argonaut Club of Toronto in 1882, and brought to this Club at its formation a prestige and leadership which dominated the Club for twenty-five years. By his outstanding qualities as friend, sportsman, and gentleman, and his liberal financial support when needed, he was an example and inspiration to all those whose privilege it was to be associated with him in the affairs of the Club, and to the

membership generally. I recall the days after he had ceased to row actively, his going to the old Club house regularly, sitting on the verandah and interested in all that was going on. Later he took up golf and sailing, but rarely missed a Regatta. In 1923, at his suggestion, we made up three crews of old timers. He stroked one, Frank L. Patton rowing bow, and two active oarsmen in the middle of the boat. In this connection it should be noted that the winning four at the first Regatta held on the Red River in 1883 was George Galt (stroke), John Galt (3), H. Skinner (2) and Frank Patton (bow). The second crew was stroked by Charlie Marks with Jack Armytage bow, they representing the Henley crew of 1897, also with two active men in the middle of the boat, and the third crew was picked from our "National" eight of 1903, Elswood Richards (bow), Selby Henderson (2), Fred Bole (3), and myself (stroke). Our crew won with Mr. Galt's a close second. His last row was in 1927 when we made up a crew, he insisting on rowing in the two seat with Gerald Aldous, Ab Culver and myself making the rest of the crew. As we came down the river he shouted "pick her up for ten" which we did. He was then seventy. Nothing we could do would adequately express what he has meant to rowing, but an appropriate trophy, called the "George F. Galt Memorial Challenge Cup," suitably engraved and bearing his bust in relief, was presented by his friends of the Winnipeg Rowing Club to the Canadian Association of Amateur

Oarsmen for annual competition in the single sculling championship event.

The present and past members of the Winnipeg Rowing Club, as might be expected, responded to the call in 1914 and later. A list of those who made the supreme sacrifice is among the Club's records. Of those I rowed with I would mention John Laycock, who was best man at my wedding, George Lynch, Ross Murphy, and Art Muir. Death also took its toll in other ways; Herb Hayes, Algie Strang, Charlie McGaw, Dan Sprague, Pud Kent, Howard Carper, and Harold Anderson are among those who have passed on.

In the period from 1898 to 1914 I rowed with many different men. I shall not make particular mention of any whose rowing qualities were outstanding. There are naturally degrees in this respect. I value very much the good fellowship and harmony which always prevailed and without which crew rowing would not be worth while. I look back over the different periods with many changes in personnel but always with the satisfaction that I enjoyed to the fullest extent the support and confidence of the boys behind me, and also that I was able to retain that confidence and support in full measure up to the last race I rowed.

